500 and 550 South Alameda Street Compton

CEQA Class 1 Exemption

Lead Agency:
City of Compton
205 S. Willowbrook Ave.
Compton, CA 90220

Project Applicant:
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March 2025

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Table of Contents

Tables

Figures

Appendices

1. INTRODUCTION

The applicant (Dedeaux Properties) seeks approval from the City of Compton to renovate and redevelop a portion of a 11.158-acreProject site located at 500 and 550 S. Alameda Street in the City of Compton. The proposed Project would demolish a 10,507-square-foot (SF) office building, 8,815 SF equipment storage building, and 11,565 SF smaller cross-dock terminal, while making interior and exterior improvements to the existing 30,886 SF cross-dock terminal. The total building footprint (27,286 SF) and total building area (30,886 SF) will remain unchanged. Additional site upgrades include truck trailer parking, lighting, landscaping, screening walls, and repaving of the northern portion of the site for parking stalls. The City of Compton, as the Lead Agency, will use this document to confirm the project qualifies for the Class 1 Existing Facilities Exemption, as detailed below.

1.1. PURPOSE OF NOTICE OF EXEMPTION

Article 19 of the California Environmental Quality Act (CEQA) Guidelines includes, as required by Public Resources Code Section 21084, a list of classes of projects which have been determined not to have a significant effect on the environment. This document demonstrates that the proposed Project qualifies for a CEQA Exemption as an Existing Facility (Class 1 Exemption), consistent with the provisions of CEQA Guidelines Section 15301, and provides information for City decision-makers to find that the proposed Project is exempt under CEQA.

Pursuant to CEQA Guidelines Section 15301, a Class 1 Existing Facilities Exemption consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized in the CEQA Guidelines are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use. According to Section 15301 (e)(2), additions to existing structures are considered negligible provided that the addition will not result in an increase of more than 10,000 square feet if the project is (a) in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and (b) the area in which the project is located is not environmentally sensitive.

Existing Plans, Programs, or Policies (PPPs)

Throughout the analysis of this document, reference is made to requirements that are applied to all development on the basis of federal, State, or local law. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts.

1.2. CEQA FINDINGS RELATED TO A CLASS 1 EXEMPTION

The City of Compton determined, following a preliminary evaluation of the proposed Project, that the proposed project would not result in any significant effects on the environment. This finding is supported by the analysis provided in the remainder of this document and in the appendices. The City of Compton makes the following findings in support of the Existing Facilities Exemption (refer to CEQA Guidelines §15301):

1. **The proposed Project consists of minor alterations to an existing private structure and involves negligible or no expansion of use. Additions to existing structures will not result in an increase of more than 10,000 square feet.**

As described in Section 2, Environmental Setting, the Project site consists of two parcels that together encompass approximately 11.158 acres.

500 S. Alameda Avenue (APN 6179-030-008) has a site area of approximately 4.737 acres (or 206,344 SF). This parcel is currently fully developed with one 10,507 SF office building and one 8,815 SF storage building. A total of 123 trailer parking stalls currently exist on this parcel. This parcel has been owned by the Applicant since July 2021 and the last tenant's lease expired in December 2023 in anticipation of redevelopment of the site. The tenant for this parcel was Contractor's Cargo Company, a transportation and heavy haul company.

550 S. Alameda Avenue (APN 6179-030-010) has a site area of approximately 6.421 acres (or 279,698 SF) and is located in the southern portion of the site. This parcel is currently fully developed with two truck terminal buildings. Terminal Building 550A S. Alameda is 30,886 SF and has 74 dock positions; Terminal Building 550B S. Alameda is 11,565 SF and has 47 dock positions. A total of 150 trailer parking stalls currently exist on this parcel. This parcel has been owned by the Applicant since December 2020 and the last tenant's lease expired in June 2023 in anticipation of redevelopment of the site. The tenant for this parcel was Central Transportation trucking company.

The Applicant owns both parcels. The Applicant is requesting a Lot Merger to consolidate the two lots, various minor improvements to the site's layout, and a modification of Conditional Use Permit (CUP) Case No. 1982 to allow for the existing land uses to operate as one project on a 11.158-acre site and to optimize the functionality of the site, as follows:

- Lot Merger of the 6.421-acre property located at 550 S. Alameda Avenue (APN 6179-030-010) to the adjacent 4.737-acre parcel located at 500 S. Alameda Avenue (APN 6179-030-008)
- Modification of Conditional Use Permit (CUP) Case No. 1982, for the 6.421-acre property located at 550 S. Alameda Avenue (APN 6179-030-010) to add the adjacent 4.737-acre parcel located at 500 S. Alameda Avenue (APN 6179-030-008), to the existing approved CUP.
- Demolition of the existing 10,507 SF office building and 8,815 SF equipment storage building on 500 S. Alameda Avenue.
- Demolition of the 11,565 SF smaller cross-dock terminal building (Terminal Building B) on 550 S. Alameda Avenue.
- Interior and exterior improvements to the existing 30,886 SF cross-dock terminal building (Terminal Building A) on 550 S. Alameda Avenue. The total building area of 30,886 SF, and overall building footprint of 27,286 SF of Terminal Building A would remain unchanged.
- The rest of the 11.158-acre site would serve as ancillary trailer parking that would support the cross-dock terminal building (Terminal Building A).
- Conversion of 500 S. Alameda from a contractor's yard to trailer/equipment storage.
- Enclosure of dock positions.

The proposed Project does not involve construction or expansion of onsite structures. The proposed Project would demolish three of the four existing facilities on site, leaving only the larger of the two truck terminals (Terminal Building 550A S. Alameda), which results in a reduction of 30,887 SF of buildings onsite. The proposed Project would include interior and exterior improvements to the existing 30,886 SF cross-dock terminal building, however, the overall building footprint of 27,286 SF and total building area of 30,886 SF would remain unchanged. The building would continue to be used as a cross-dock terminal, consistent with the exiting use. The northern portion of the Project site, 500 S. Alameda Avenue, would include repaving to accommodate truck trailer parking stalls. The additional truck parking is intended to address operational needs, such as accommodating trailers when not in use and providing

flexibility for phasing, loading, and pickup schedules. This use is consistent with the historical operations of the site as a transportation and heavy haul company with similar activities.

Overall, the proposed Project would include a total of 52 parking stalls inclusive of 34 standard stalls, 14 compact stalls, two accessible stalls, and two accessible van stalls. The cross-dock terminal building includes a total of 74 loading docks, with 37 loading docks located on the northern side of the building and 37 located on the southern side of the building. The proposed Project would also include 173 truck trailer parking spaces (or 100 fewer spaces than existing)[1], with the majority located north of the building and the remaining located south of the building.

The proposed Project involves merging two existing parcels to accommodate one single user and improvements to an existing truck terminal use without expanding its operations or increasing the total building area at all. Proposed improvements include interior and exterior upgrades to the existing 30,886 SF Terminal Building 550A S. Alameda and repaving of 500 S. Alameda to accommodate truck trailer parking, consistent with the site's historical trucking and transportation-related activities.

The Project does not result in the expansion of uses. In addition to not expanding existing structures, the Project would not result in the expansion of uses in other ways that would result in environmental impacts. The following technical studies were prepared to determine if the project has the potential to result in impacts that are significant or those that require mitigation measures. All of the studies concluded that the proposed Project would result in less-than-significant impacts:

- Air Quality, Energy, and Greenhouse Gas Impact Analysis (GHG)
- Historical Resource Assessment
- Noise and Vibration Impact Analysis
- Level of Service (LOS) Screening Analysis
- Vehicle Miles Traveled (VMT) Screening Analysis
- Operational Health Risk Assessment

The VMT and LOS screening analysis found there would be no new traffic related impacts. The proposed Project would generate 152 fewer daily passenger car equivalent (PCE) vehicle trips than existing conditions, including 21 fewer trips in the AM peak hour and 19 fewer trips in the PM peak hour.

The proposed Project would result in negative net air quality emissions and would not exceed South Coast Air Quality Management District (SCAQMD) thresholds for operational or construction emissions, as shown in Appendix A and discussed below. For GHG, the proposed Project would result in a reduction of 806 metric tons of carbon dioxide equivalent ($MTCO_2e$) in emissions as compared to the existing condition and would also be below SCAQMD thresholds. Therefore, the proposed Project would not result in an increase to the intensity of use.

Therefore, the proposed Project will not result in an increase of more than 10,000 square feet in building area and will not intensify the site's use. As such, the Project meets the criteria for a Class 1 Exemption under CEQA, which allows for minor alterations to existing private structures without expanding their use.

[1] Existing trailer parking spaces are 123 trailer parking stalls on 500 S. Alameda Ave. and 150 trailer parking stalls on 550 S. Alameda Ave, for a total of 273 trailer parking stalls.

2. **All public services and facilities are available to allow for maximum development permissible in the General Plan.** The Proposed Project site is situated in an urbanized area within the City of Compton, where existing utilities such as water, sewer, electricity, and natural gas are already in place and adequately support the surrounding developments. The Project site is located near key public service infrastructure, including transportation corridors, emergency services, and waste management systems, all of which are capable of handling the proposed renovations without necessitating any new or expanded infrastructure.

   The proposed Project will demolish three of the four existing structures, including the smaller of the two truck terminals, which results in a reduction of 30,887 SF of structures onsite. The Project will retain the larger terminal building for continued use. This renovation-focused approach will not increase the building's overall square footage or introduce new uses beyond its existing function as a cross-dock terminal. As such, the Project will not require any new services or significant upgrades to the existing infrastructure, maintaining its alignment with the City of Compton's General Plan and zoning regulations.

   Public transit access, roads, and other transportation networks are already in place and sufficient to meet the demand generated by the Project's renovation, and no new transportation improvements are required. In terms of environmental services, the Project will continue to rely on the existing waste management systems, including solid waste disposal and recycling services, which are capable of handling the site's needs. Additionally, stormwater management and drainage systems have been designed to ensure that there will be no adverse effects on the surrounding environment or infrastructure.

   Given that the Project involves primarily interior and exterior improvements to the existing facilities and does not entail an expansion in use or scale, it will not result in an increased burden on local public services, ensuring compliance with the General Plan's infrastructure capacity requirements.

3. **The area in which the Project is located is not environmentally sensitive.** The Project site is situated within a fully urbanized environment, with no undisturbed natural land remaining on the property. The site is primarily characterized by ornamental landscaping, which further highlights its development as an industrial and commercial space rather than a natural habitat. The surrounding area is similarly developed, with various types of infrastructure and uses including storage yards, railroad tracks, trucking operations, and school district offices. These land uses contribute to the site's existing urban and industrial context, ensuring that the surrounding environment has been thoroughly disturbed by prior development activities. This long history of human activity on the site has led to a complete transformation of the natural landscape, and as a result, there are no native habitats present that could support endangered, rare, or threatened species.

   Additionally, a Historic Assessment Report (Appendix B) was prepared to assess the Project site's potential eligibility for listing under the California Register of Historical Resources (CRHR). The report included a detailed analysis of the property's historical significance and potential impacts to any identified historical resources in accordance with the criteria set forth in Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines. This assessment found that the Project site does not meet the criteria for inclusion in the CRHR, as the property lacks the necessary historical significance. The absence of qualifying historical features further supports the conclusion that the site is not an environmentally sensitive area.

   Given the complete urbanization of the Project site and its surrounding environment, as well as the findings of the Historic Assessment, it is clear that the Project site is not located in an area that would be considered environmentally sensitive or subject to significant environmental constraints. The proposed improvements will occur within a previously disturbed and fully developed area, and no new sensitive

habitats or resources will be impacted by the Project's implementation. Therefore, the Project does not pose a risk to environmentally sensitive areas and aligns with local development goals without causing undue harm to the surrounding environment.

The proposed Project qualifies for a Class 1 Exemption under CEQA because it involves minor alterations to an existing private structure and does not include any expansion of the existing use. The planned improvements, including interior and exterior upgrades to the 30,886-square-foot Terminal Building 550A S. Alameda and repaving for truck trailer parking, do not increase the building area by more than 10,000 square feet and remain consistent with the site's historical trucking and transportation-related operations. Additionally, the Project is located in a fully urbanized area with existing public services and utilities, and no environmentally sensitive resources are present on or adjacent to the site. With these considerations, the Project meets the criteria for a Class 1 Exemption, as it results in no significant environmental impacts and maintains the intensity and nature of the current use.

1.3. DOCUMENT ORGANIZATION

This Class 1 Exemption Checklist includes the following sections:

Section 1. Introduction. Provides information about CEQA, its requirements for environmental review, and explains the exemption justification memo that evaluates the potential impacts of the proposed Project on the physical environment.

Section 2. Environmental Setting. Provides information about the proposed Project's location, the Project site, and background.

Section 3. Project Description. Includes a description of the proposed Project's physical features and construction and operational characteristics, as well as anticipated approvals and permits needed for implementation of the proposed Project.

Section 4. Environmental Analysis. Evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.

Section 5. References. Provides a list of references used in this document.

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2. ENVIRONMENTAL SETTING

2.1. PROJECT LOCATION

The proposed 500 and 550 S. Alameda Street Compton Project (the Project, or proposed Project) is located within the central portion of the City of Compton, at the southeast corner of the intersection of South Alameda Street East and East Myrrh Street. Regional access to the Project site is provided by Interstate 710 (I-710) and State Route 91 (SR-91). Local access to the Project site is provided via South Alameda Street East. The Project site and surrounding area are shown in Figure 1, *Regional Location* and Figure 2, *Local Vicinity*.

2.2. EXISTING LAND USE

The Project site consists of two parcels encompassing approximately 11.158 acres, located at 500 and 550 S. Alameda Street, shown in Figure 3, *Aerial View*.

500 S. Alameda Avenue (APN 6179-030-008) has a site area of approximately 4.737 acres (or 206,344 SF) and is located in the northern portion of the site. This parcel is currently fully developed with two buildings and a surface parking lot. The 10,507 SF office building is located in the northwest portion of the parcel; the 8,815 SF storage building is located on the southwest portion of the parcel. The site includes a total of 123 trailer parking stalls and was previously used for oversized load transportation (i.e., heavy haul logistics for heavy equipment and heavy machinery).

This parcel has one driveway on South Alameda Street East, which is controlled by a motorized gate. In addition, the northwest portion of the parcel has a rail spur line that stems from the main line, which runs north to south, directly west of the parcel. This parcel includes a chain link fence around the southern, eastern, and western property line. This parcel has been owned by the Applicant since July 2021 and the last tenant's lease expired in December 2023 in anticipation of redevelopment of the site. The tenant for this parcel was Contractor's Cargo Company, a transportation and heavy haul company.

550 S. Alameda Avenue (APN 6179-030-010) has a site area of approximately 6.421 acres (or 279,698 SF) and is located in the southern portion of the overall 11.158-acre Project site. This parcel is currently fully developed with two truck terminal buildings and surface parking. The parcel was previously used as a truck terminal, a land use characterized as a location for the loading, unloading, and transfer of goods, without long-term storage. The first Terminal Building (550A S. Alameda) is 30,886 SF and has 47 dock positions; the second Terminal Building (550B S. Alameda)is 11,565 SF and has 74 dock positions . A total of 150 trailer parking stalls currently exist on this parcel. This site has a Conditional Use Permit (CUP) Case No. 1982 for the operation of the truck terminal.

This parcel has three driveways located on South Alameda Street East, which are controlled by motorized gates. This parcel includes a 10-foot-two-inch-high block wall around the southern, easter, and western property line. This parcel has been owned by the Applicant since December 2020 and the last tenant's lease expired in June 2023 in anticipation of redevelopment of the site. The tenant for this parcel was Central Transportation trucking company.

The entire 11.158-acre Project site is relatively flat, and landscaping is scarce apart from several street trees along the site's frontage. The two parcels that make up the Project site are also separated by an existing 8-foot-high block wall. The Project site's existing conditions are shown in Figure 3, *Aerial View*, and Figure 4a through 4e, *Existing Site Photos*.

2.3. EXISTING GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The Project site has a General Plan land use designation of Mixed Use, as shown in Figure 5, *Existing General Plan Land Use*, and a zoning designation of Limited Manufacturing (ML), as shown in Figure 6, *Existing Zoning*. The Mixed Use land use designation is intended to allow for a wide variety of commercial uses, including retail and service businesses, professional offices, and restaurants, in conjunction with residential development at a maximum floor area ratio (FAR) of 1.0 and 34 units per acre. Additionally, the Mixed Use land use designation allows exclusively commercial and industrial development in certain locations where residential may not be appropriate. The ML zoning designation is intended to provide for light industrial uses including a range of industrial, manufacturing, and warehousing uses. The ML zoning designation allows for a maximum building lot coverage of 50 percent (City of Compton Municipal Code, Section 30-14.1).

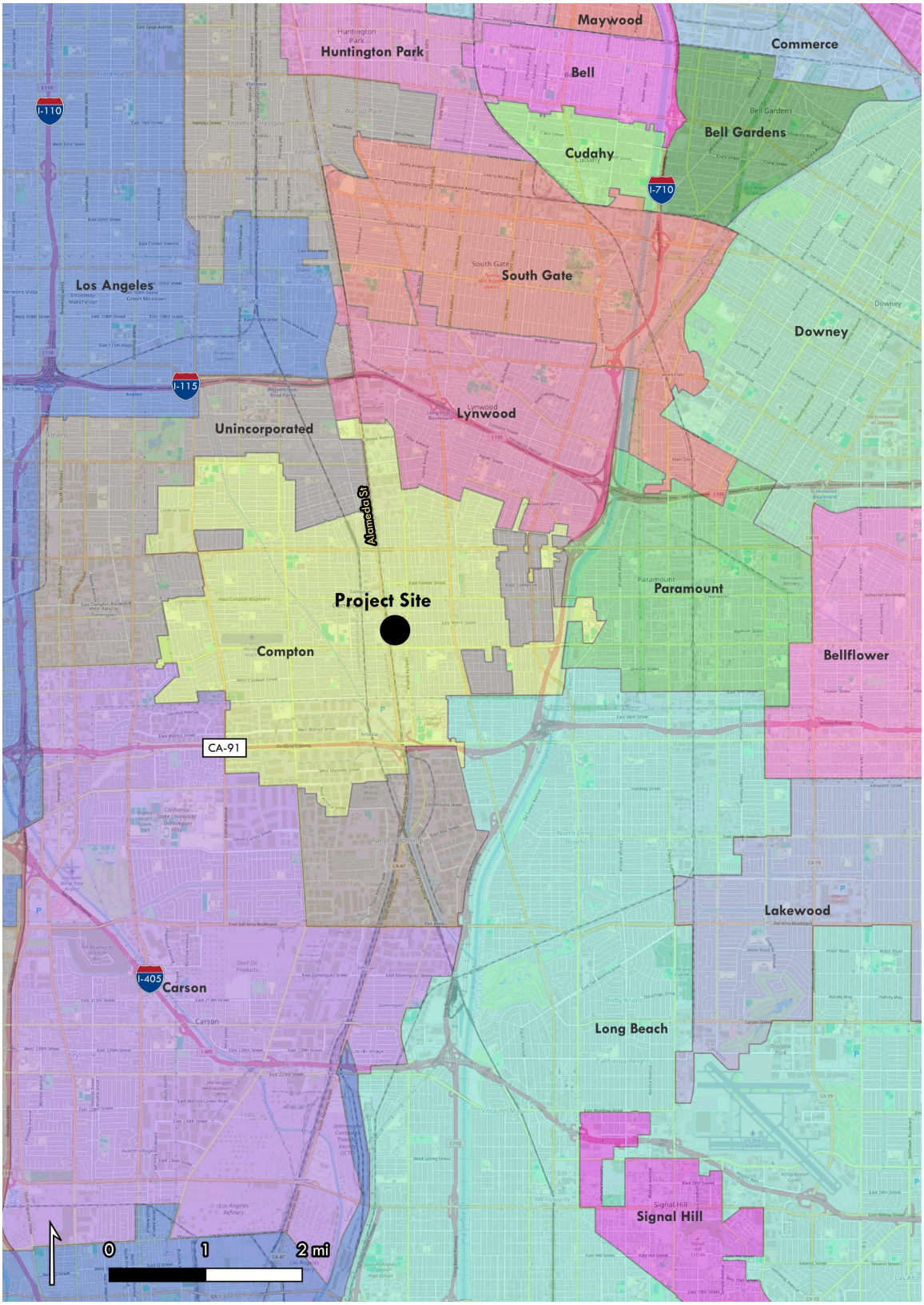
2.4. SURROUNDING LAND USES

The surrounding land uses are described in Table 1 along with their General Plan land use and zoning designations.

Table 1: Surrounding Land Uses

	Existing Land Use	General Plan Designation	Zoning
North	East Myrrh Street followed by public works storage yard	Public/Quasi-Public and Mixed Use	Limited Manufacturing (ML)
West	South Alameda Street East followed by a railroad right of way, then by multi-family residential and the Compton Unified School District Alameda Warehouse	Public/Quasi-Public and Mixed Use	Limited Manufacturing (LM) followed by Medium Density Residential (RM), High Density Residential (RH), and Parking/High Density Residential (PRH)
South	Trucking operation	Mixed Used followed by Industrial and Public/Quasi-Public	Limited Manufacturing (ML)
East	South Willow Street followed by Compton Unified School District offices and a United States Postal Service office	Mixed Use	Parking/High Density Residential and Limited Manufacturing (ML)

Regional Location



South Alameda Street East Project
City of Compton

Figure 1

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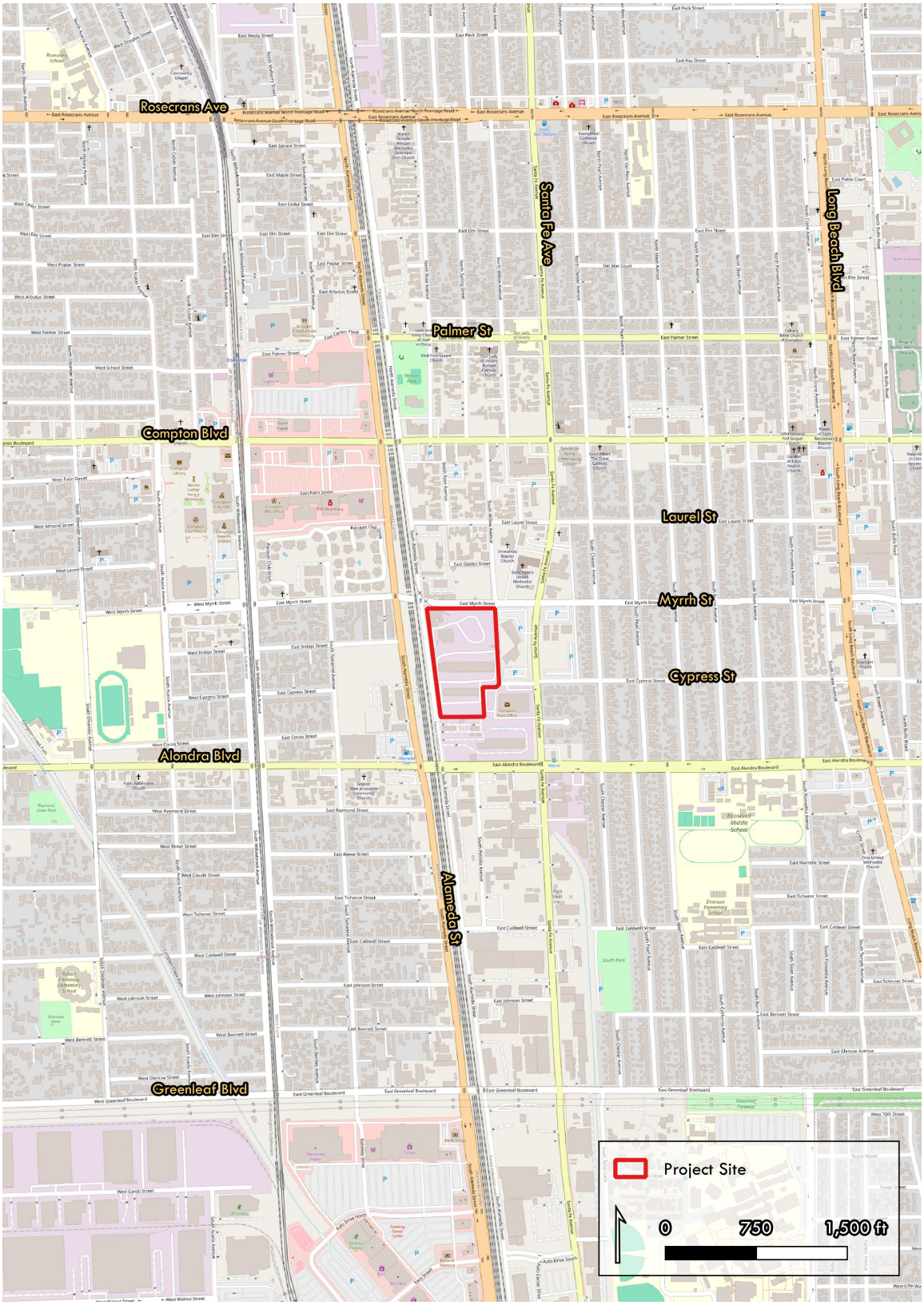
Local Vicinity



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Aerial View

South Alameda Street East Project
City of Compton

Figure 3

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Existing Site Photos

View northwest of the front (west) elevation of Building A from S. Alameda Street.

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Existing Site Photos

View east of the west elevation of Building B.

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Existing Site Photos

View northeast of Building C.

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Existing Site Photos

View southwest of Building D.

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Existing Site Photos

View north of Building E.

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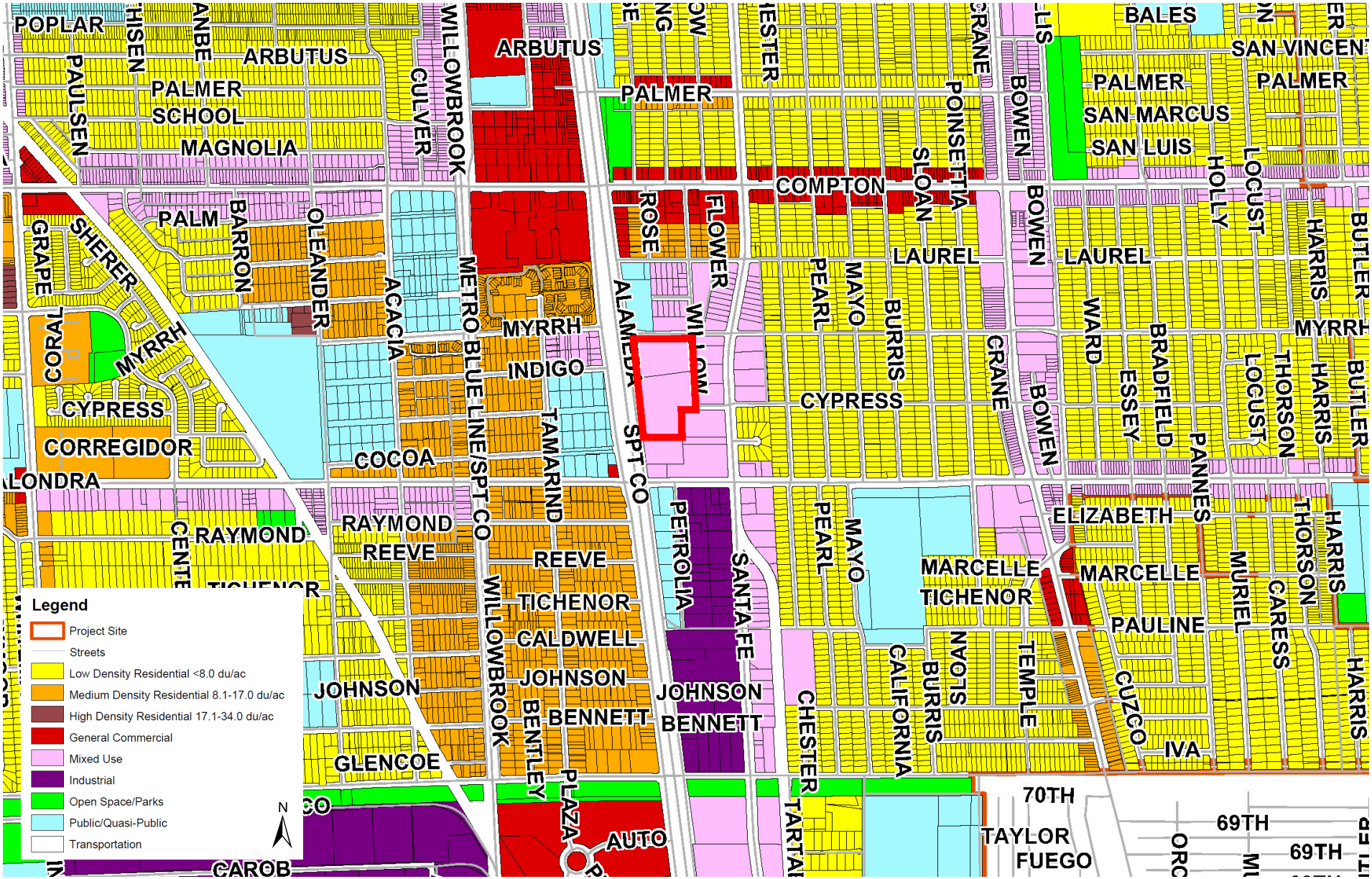
Existing General Plan Land Use



South Alameda Street East Project
City of Compton

Figure 5

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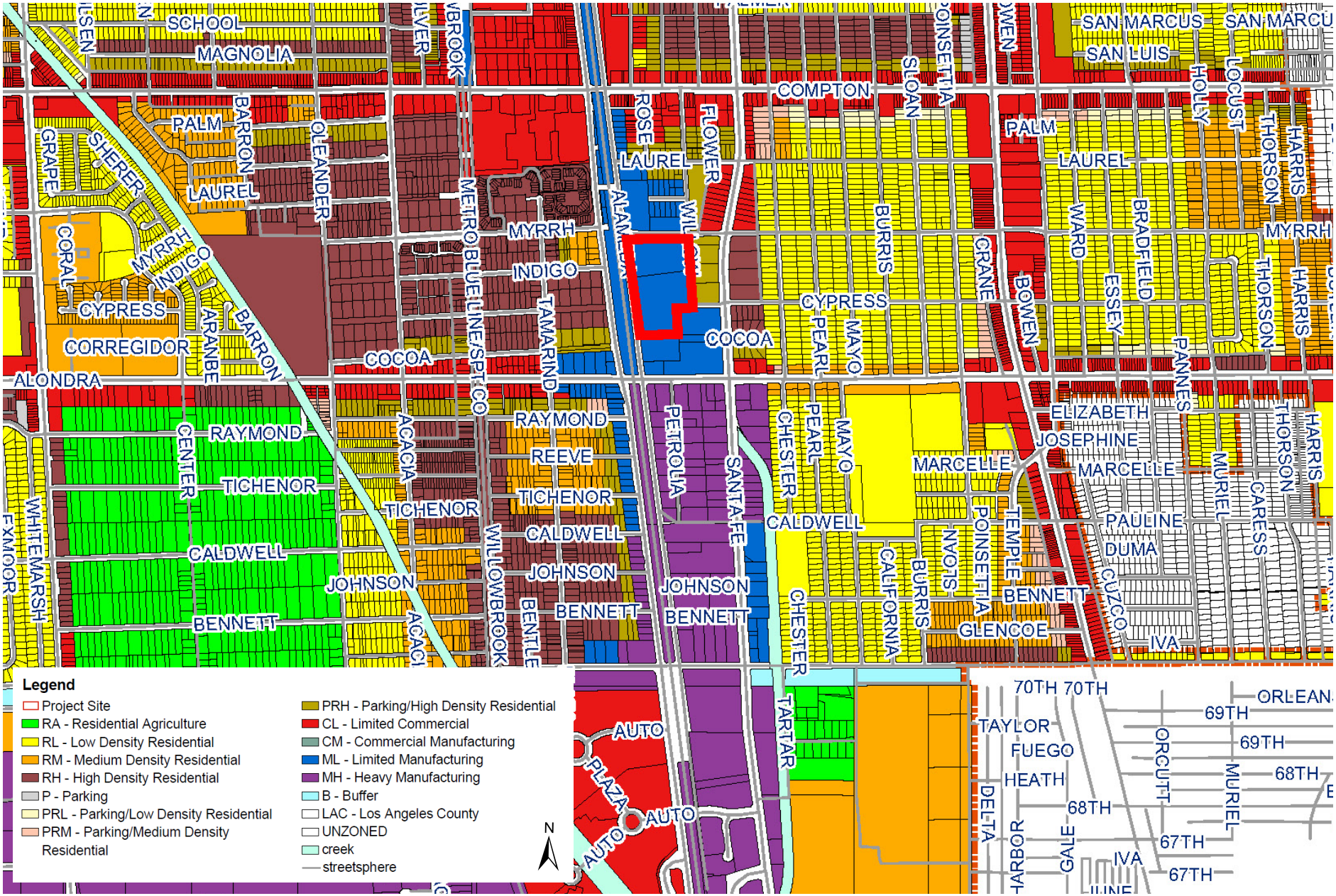
Existing Zoning Designation



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3. PROJECT DESCRIPTION

3.1. PROJECT OVERVIEW

As described in Section 2.2 above, the Applicant owns both parcels. The Applicant is requesting a lot merger to consolidate the two lots, various minor improvements to site's layout, and a modification of Conditional Use Permit (CUP) Case No. 1982 to allow for the existing land uses to operate as one project on a 11.158-acresite, as follows:

- Lot merger of the 6.421-acre property located at 550 S. Alameda Avenue (APN 6179-030-010) to the adjacent 4.737-acre parcel located at 500 S. Alameda Avenue (APN 6179-030-008)
- Modification of Conditional Use Permit (CUP) Case No. 1982, for the 6.421-acre property located at 550 S. Alameda Avenue (APN 6179-030-010) to add the adjacent 4.737-acre parcel located at 500 S. Alameda Avenue (APN 6179-030-008), to the existing approved CUP.
- Demolition the existing 10,507 SF office building, 8,815 SF equipment storage building 500 S. Alameda Avenue
- Demolition of the 11,565 SF smaller cross-dock terminal building (Terminal Building B) on 550 S. Alameda Avenue.
- Interior and exterior improvements to the existing 30,886 SF cross-dock terminal building (Terminal Building A) 550 S. Alameda Avenue. The total building area of 30,886 SF, and overall building footprint of 27,286 SF of Terminal Building A would remain unchanged.
- The rest of the 11.158-acre site would serve as ancillary trailer parking that would support the cross-dock terminal building (Terminal Building A).
- Conversion of 500 S. Alameda from a contractor's yard to trailer/equipment storage.
- Enclosure of dock positions.

Additional improvements include truck trailer parking, site lighting, landscaping, and screening walls. The northern portion of the Project site would include repaving to accommodate truck trailer parking stalls that would function as ancillary trailer parking to support the facility's ongoing operations. The conceptual site plan is provided as Figure 7, *Conceptual Site Plan*.

3.2. PROJECT FEATURES

Development Summary

As described above, the proposed Project consists of improvements to the existing 30,886 SF cross-dock terminal building. The existing total building footprint (of 27,286 SF), existing total building area (of 30,886 SF, inclusive of 1,800 SF of first floor office space, 3,600 SF of second story office space, and 25,486 SF of warehouse space), and existing building height (of 30 feet and 6 inches) would remain unchanged. Additionally, the proposed truck trailer parking would be setback 61 feet and six inches from the northern property line adjacent to Myrrh Street.

As shown in Figure 8, *Project Renderings*, the proposed Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The proposed building would feature shades of blue, white, and grey.

Parking and Loading Dock Summary

The proposed Project would include a total of 52 parking stalls inclusive of 34 standard stalls, 14 compact stalls, two accessible stalls, and two accessible van stalls, as described in Table 2. Parking stalls would be

located along the western Project boundary adjacent to South Alameda Street East. In addition, bicycle parking would be provided near the office entrance located at the northwest corner of the building, with three spaces for bicycle parking. The cross-dock terminal building includes a total of 74 loading docks, with 37 loading docks located on the northern side of the building and 37 located on the southern side of the building. The proposed Project would also include 173 truck trailer parking spaces (or 100 fewer spaces than existing)[2], with the majority located north of the building and the remaining located south of the building. Proposed parking and loading docks are shown in Figure 7, *Conceptual Site Plan*.

Table 2: Parking Summary

Parking Type	Number Provided
Standard Stalls	34
Compact Stalls	14
Accessible Stalls	2
Van Accessible Stalls	2
Total	**52**
Loading Dock Doors	74
Truck Trailer Parking	173

Access and Circulation

Site access would be provided via four existing driveways located west of the Project site along South Alameda Street East, as shown in Figure 9, *Truck Turning Template*. The southernmost driveway (Driveway #1) is 50 feet wide and provides truck and passenger vehicle ingress and egress, directing vehicles to the southern truck trailer parking stalls and standard parking stalls. Driveway #2, 51 feet wide, is not accessible to trucks and would primarily serve passenger vehicles. Driveway #3, also 51 feet wide, allows for truck ingress and egress, directing vehicles to the cross-dock terminal building. The northernmost driveway (Driveway #4) is 75 feet wide and provides truck ingress and egress, directing vehicles to the northern truck trailer parking stalls. The three southernmost driveways have an existing motirzed rolling gate to control access into the project site whereas the northernmost driveway would include a new rolling gate to control access.

Each driveway would provide access to the entire Project site; however, the northernmost driveway would primarily provide access to the northern truck trailer parking stalls, the central driveways would primarily provide access to the improved cross-dock terminal building, and the southernmost driveway would primarily provide access to the southern truck trailer parking stalls and standard parking stalls. Internal circulation consists of six aisles, each 50 to 65 feet wide, with turning radii of 65 feet and aisle lengths ranging from 320 to 375 feet.

Landscaping and Fencing

The proposed Project includes approximately 32,148 SF (0.71 acre) of landscaping, as shown in Figure 10, *Conceptual Landscape Plan*. Proposed landscaping would include 24-inch and 36-inch box trees, various shrubs, and groundcover. Landscaping would be installed around the perimeter of the Project site, adjacent to East Myrrh Steet and South Alameda Street East, to screen the buildings from public viewpoints.

[2] Existing trailer parking spaces are 123 trailer parking stalls on 500 S. Alameda Ave. and 150 trailer parking stalls on 550 S. Alameda Ave, for a total of 273 trailer parking stalls.

The Proposed Project would include the removal of the existing 8-foot-high block wall that separates the two APNs. The proposed Project would install 490 liner feet of a new 10-foot-two-inch-high concrete masonry unit (CMU) block screen wall along a portion of the northeastern property line, adjacent to Willow Street; and would install another 147 liner feet of a new 10-foot-two-inch-high CMU block screen wall on the western perimeter property line of 500 S. Alameda. The new 10-foot-two-inch-high CMU block screen wall would connect to the existing block screen wall surrounding the site. In addition, the proposed Project would install a new 116 liner feet, 10-foot-two-inch-high block wall that will be constructed diagonally from Myrrh Street to Alameda Street; and a new 296.5 linear feet, 10-foot-two-inch-high CMU block wall along willow avenue. The proposed walls are shown in Figure 7, *Conceptual Site Plan*.

Infrastructure Improvements

Utilities

The proposed Project would utilize existing utility infrastructure including existing water lines, sewer lines, telecommunication lines, and natural gas lines.

Drainage

The proposed Project would not require any improvements to existing drainage features. Runoff would continue to discharge to the existing curb and gutters located on South Alameda Street East and Willow Street.

Sidewalk Improvements

The proposed Project would include 565 linear feet of sidewalk improvements along East Myrrh Street and 573 linear feet of sidewalk improvements along Alameda Street, per city requirements.

3.3. CONSTRUCTION

Construction activities for the proposed Project would occur over one phase and would include demolition, site preparation, building renovation, paving, and architectural coatings. Construction would be required to occur within the hours allowed by the City of Compton Municipal Code Section 7-12.22. Construction activities would only occur between the hours of 7:00 A.M. and 7:00 P.M. on weekdays and Saturdays. No construction activities are permitted outside of these hours except with express written permission from a City Building Official.

3.4. OPERATIONS

The Project would operate as a speculative cross-dock and freight terminal. Typical operational characteristics would include employees traveling to and from the site, full inbound trucks carrying one type of cargo arriving at one side of the cross-dock, and full outbound trucks with mixed cargo leaving from the other side. Cold storage is not proposed and would not be utilized. In order to provide a conservative environmental analysis, operations were assumed to be 24 hours a day, 7 days a week. It is assumed that the proposed Project would be operational by the year 2026.

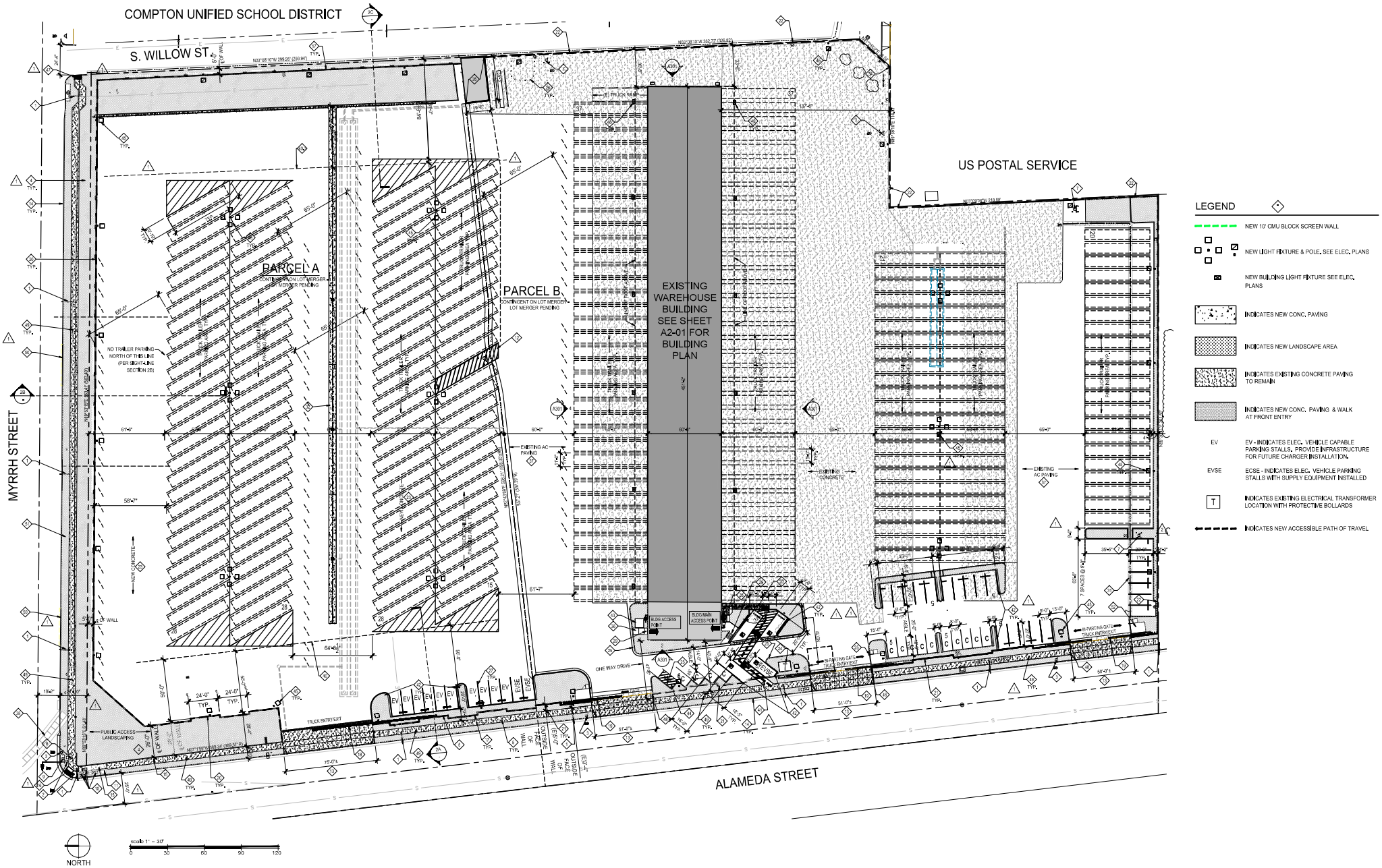
3.5. DISCRETIONARY ACTION CHECKLIST

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Compton

- Conditional Use Permit Modification
- Lot Merger

Conceptual Site Plan



South Alameda Street East Project
City of Compton

Figure 7

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Project Renderings

Figure 8

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Truck Turning Template

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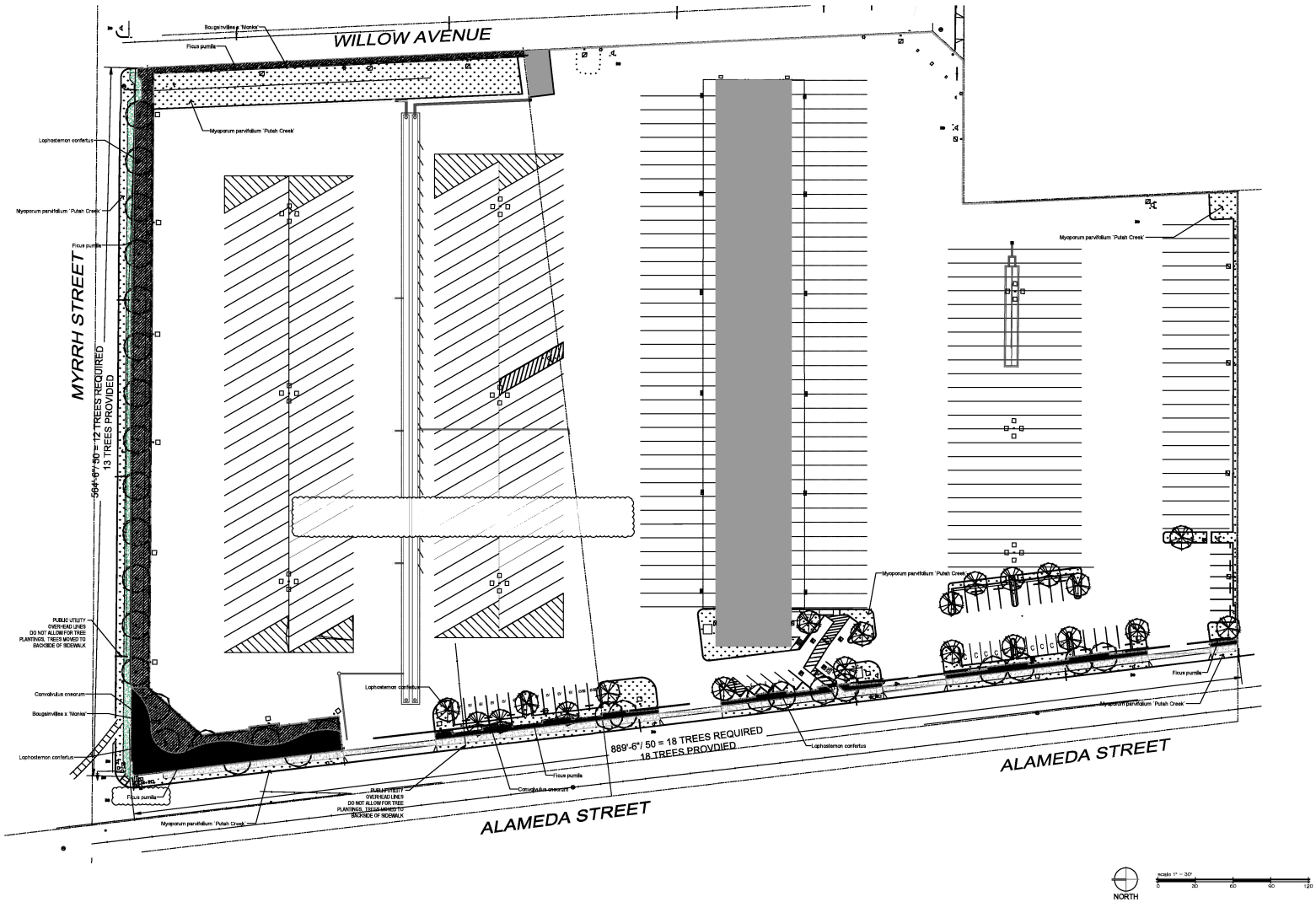
Conceptual Landscape Plan

TREE SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT. SIZE TREES	CAL	SPECS.	HZ	WUCOLS
	LC	21	Lophostemon confertus	Brisbane Box	24" Box Standard	1.5"Ca I	7' x 2.5'	2	M 40-60%
STREET TREES									
	ST	30	Lophostemon confertus	Brisbane Box	36" Box	2.5"Ca I	8'-10' x 3-4'	M	0.4-0.6

SHRUB SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT. SIZE	SPACING	HZ	WUCOLS	SPACING
VINES									
	FP	129	Ficus pumila Trian on wall	Creeping Fig	5 gal		3	M 40-60%	
SHRUB AREAS									
	BM	11,211 sf	Bougainvillea x 'Monka' 30" height	Oo-La-Lelli Bougainvillea	5 Gal		1	L 0.2 PF	48" o.c.
	CC	5,312 sf	Convolvulus cneorum 24" height	Bush Morning Glory	5 Gal		1	L 0.2 PF	30" o.c.
GROUND COVERS									
	MP	453 flats	Myoporum parvifolium 'Putah Creek' Lying than 12" high	Putah Creek Myoporum	flats	9" o.c.	1	L 15-30%	9" o.c.



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4. ENVIRONMENTAL ANALYSIS

The following discussion evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.

4.1. AESTHETICS

Less than significant impact. The proposed Project would demolish the existing 10,507 SF office building, 8,815 SF equipment storage building, and the 11,565 SF smaller cross-dock terminal building. The proposed Project would include interior and exterior improvements to the existing 30,886 SF cross-dock terminal building. The overall existing building footprint (27,286 SF), total building area (30,886 SF), and existing building height (30 feet and 6 inches) of the cross-dock terminal would remain unchanged.

As required by the City of Compton, and shown in Figure 10, C*onceptual Landscape Plan*, the proposed Project would include landscaping that provides a variety of trees, shrubs, plants, ground cover, and grasses. Landscaping planting materials should provide a variety of colors, heights, and textures throughout the year.

As shown in Figure 8, *Project Renderings*, the proposed Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The proposed building would feature shades of blue, white, and grey.

Therefore, the proposed Project would result in less-than-significant impacts to aesthetics.

4.2. AGRICULTURE AND FORESTRY RESOURCES

No impact. The Project would not result in land use changes. Additionally, the project is located in an area that is completely urbanized. There are no agriculture or forest resources located on or near the Project site. Therefore, the proposed Project would result in no impact to agriculture and forestry.

4.3. AIR QUALITY

Less than significant impact. The Project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

An Air Quality, Energy, and Greenhouse Gas Impact Analysis was prepared for the proposed Project and is included as Appendix A. To calculate the operational impacts, the air quality emissions from the proposed Project land use were estimated using CalEEMod. As shown in Table 3 and Table 4 below, the proposed Project's maximum daily emissions (regional and local) for construction and operation would not exceed the South Coast Air Quality Management District's (SCAQMD) regional thresholds of significance. Furthermore, operational emissions from the proposed Project would be reduced as compared to the existing condition (see "net new emissions" in Table 4).

Table 3: Proposed Project Construction Emission Estimates

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2025						
Demolition	2.5	23.3	21.4	<0.1	2.0	1.1
Site Preparation	4.1	37.6	33.7	0.1	7.8	4.5
Paving	1.1	7.5	11.0	<0.1	0.5	0.4

Architectural Coating	2.5	1.2	2.6	<0.1	0.2	0.1
Maximum Daily Emissions	**4.1**	**37.6**	**33.7**	**0.1**	**7.8**	**4.5**
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, CO = carbon monoxide, SOx = sulfur oxides, PM_{10} = particulate matter 10 microns in diameter, $PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source: (Appendix A)

Table 4. Proposed Project Operational Emission Estimates

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Mobile	0.4	7.4	5.0	0.1	2.7	0.8
Area	1.0	<0.1	1.3	<0.1	<0.1	<0.1
Energy	<0.1	0.4	0.3	<0.1	<0.1	<0.1
Total Proposed Project Operational Emissions	**1.4**	**7.8**	**6.7**	**0.1**	**2.7**	**0.8**
Existing Use Operational Emissions	2.9	12.0	113.7	0.1	4.6	1.3
Net New Emissions	**-1.5**	**-4.2**	**-7.0**	**-<0.1**	**-1.9**	**-0.5**
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, CO = carbon monoxide, SOx = sulfur oxides, PM_{10} = particulate matter 10 microns in diameter, $PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source: (Appendix A)

In addition, all construction activities would comply with applicable SCAQMD rules and regulations, including Rule 402, Rule 403, and Rule 1113:

- Rule 402, Public Nuisance: Prohibits the discharge of air contaminants that cause injury, nuisance, or annoyance to the public or damage to property.
- Rule 403, Fugitive Dust: Aims to minimize fugitive particulate matter dust emissions during construction activities.
- Rule 1113, Architectural Coatings: Allows only low-volatile organic compounds (VOC) paints to be used.

Projects that do not exceed the regional thresholds are assumed to not have a significant impact on both a project level and cumulative level. The proposed Project aligns with SCAQMD'S 2022 Air Quality Management Plan (AQMP), reflecting adherence to regional air quality management goals and standards.

Furthermore, odors produced by construction of the proposed Project would be minimal and temporary, and those produced from operation of the Project would be minimal because the proposed Project involves land uses that typically do not generate significant odor complaints.

Therefore, the proposed Project would have less-than-significant air quality impacts.

Health Risk Assessment

An operational Health Risk Assessment was for the proposed Project and is included as Appendix I. The City of Compton has not adopted a numerical significance threshold for cancer risk or non-cancer hazards.

Therefore, the significance thresholds recommended by the SCAQMD of 10 persons per million for cancer risk and 1.0 for non-cancer hazards index (HI) were used for this assessment.

The SCAQMD defines a sensitive receptor as any residence, including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers, and health facilities such as hospitals or retirement and nursing homes. The sensitive receptor closest to the Project site is identified residential homes located approximately 87 meters (285.43 feet) west of the Project site's western boundary, while the nearest worker receptor is identified as a general light industrial warehouse located approximately 13.98 meters (45 feet) to the north of the Project site's boundary line. As shown in Table 5, the proposed Project's maximum operational health risk impacts do not exceed significance thresholds for cancer risk nor chronic non-cancer hazard index.

Table 5: Summary of Proposed Project Operational Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	0.34	10	No
Maximum Impacted Sensitive Receptor – Child	0.24	10	No
Maximum Impacted Sensitive Receptor – Adult	0.05	10	No
Maximum Impacted Worker Receptor	0.04	10	No
Receptor	**Chronic Non-Cancer Hazard Index**		**Exceeds Significance Threshold?**
	Maximum Lifetime Proposed Project Risk	**Significance Threshold**	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	<0.01	1.0	No
Maximum Impacted Sensitive Receptor – Child	<0.01	1.0	No
Maximum Impacted Sensitive Receptor – Adult	<0.01	1.0	No
Maximum Impacted Worker Receptor	0.01	1.0	No

Source: Appendix I

As such, the proposed Project's emissions for operational impacts would not result in maximum lifetime cancer risk greater than the significance threshold of 10 in one million, nor would it result in a non-cancer health risk greater than the 1.0 non-cancer hazard index (HI) threshold. Therefore, operation of the proposed Project would result in less-than-significant project-level impacts for cancer and non-cancer health risk. Additionally, as there are no other ensuing or ongoing industrial developments located within the cumulative impact search radius, cumulative-level impacts would also be less than significant.

4.4. BIOLOGICAL RESOURCES

Less than significant impact. The Project site is fully developed, located in a completely urbanized environment and contains ornamental landscaping. The immediate area surrounding the Project site is

developed with storage yards, railroad, trucking operations, and school district offices. As such, the entire Project site has been disturbed by previous development and does not contain any endangered, rare, or threatened species.

The proposed Project would remove street trees in order to accommodate sidewalk improvements along East Myrrh Street. Per City of Compton Municipal Code Chapter 20-4.6, *Removal of Trees*, removal of street trees required to allow the construction of public or private improvements is allowed in the City of Compton with permission from the Director. The proposed Project would plant 49 trees, inclusive of 13 trees along East Myrrh Street and 18 trees along Alameda Street. Figure 10, C*onceptual Site Plan,* shows the proposed tree species and locations.

In addition, the Applicant is required to comply with Sections 3503, 3503.5, and 3513 of the California Fish and Game Code and the Migratory Bird Treaty Act (MBTA). Compliance with the California Fish and Game Code and MBTA would ensure that impacts to nesting birds and raptors which may use vegetation, including existing ornamental vegetation on or near the Project site and street trees for nesting, during construction would not occur.

For the reasons described above, the proposed Project would have less-than-significant impacts on biological resources.

4.5. CULTURAL RESOURCES

Less than significant impact. As described above, the Project site is disturbed and fully developed with two truck terminal buildings, one office building, and one storage facility. The two truck terminal buildings are 30,886 SF and 11,565 SF in size, respectively. The office building is 10,507 SF, and the storage building is 8,815 SF.

The proposed Project would demolish all buildings except for the larger of the two truck terminals on the 11.158-acresite. An Historical Resource Assessment was prepared for the proposed Project to determine the potential for the property's eligibility under the criteria of the California Register of Historical Resources (CRHR) and to assess possible impacts to historical resources pursuant to Section 15064.5 of the California Environmental Quality Act Guidelines resultant from a proposed project (Appendix B). As discussed in Appendix B, the property is not located within a historic district and is not identified on the California Built Environment Resource Directory (BERD).

The Project site was not found to meet the following CRHR eligibility criteria: be associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; be associated with the lives of persons important in California's past; embody the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual or possess high artistic values; have potential to yield information important in prehistory or history. As such, the Project site was not found to be eligible for designation under any of the criteria.

Furthermore, as previously described, the proposed Project is in a previously disturbed area that was heavily disturbed for construction of the existing buildings and associated parking lots. As such, the proposed Project would have no impact on cultural/archaeological resources.

Therefore, the proposed Project would have less-than-significant impacts on cultural resources.

4.6. ENERGY

Less than significant impact. As discussed in Appendix A, through compliance with existing standards, the proposed Project would not result in a fuel demand on a per-development basis that is greater than other development projects in Southern California. There are no unusual Project characteristics that would cause

the use of construction equipment that would be less energy efficient compared to other similar construction sites in other parts of the State. Operation of the proposed Project would result in less energy consumption than the existing uses. The operation of the proposed Project would also be similar to other industrial projects and would comply with Title 24 as well as all applicable City business and energy codes and ordinances. Therefore, the proposed Project would have less-than-significant energy impacts.

4.7. GEOLOGY AND SOILS

No impact. The proposed Project would include the demolition of the existing 10,507 SF office building, 8,815 SF equipment storage building, and the 11,565 SF smaller cross-dock terminal building. The proposed Project would include interior and exterior improvements to the existing 30,886 SF cross-dock terminal building. The proposed Project does not propose construction of new buildings or new ground disturbance. Therefore, the proposed Project would have less-than-significant geology and soil impacts.

4.8. GREENHOUSE GAS EMISSIONS

Less than significant impact. As discussed in Appendix A, construction and operational greenhouse gas (GHG) emissions were calculated using the California Emissions Estimator Model (CalEEMod). The total proposed Project GHG emissions are shown in Table 6 below. As shown, the existing operational GHG emissions from the Project site are 2,296 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year. The proposed Project's GHG emissions (total project gross operational emissions) are estimated to be 1,487 $MTCO_2e$ per year. The proposed Project's construction and operational GHG emissions would total 1,490 $MTCO_2e$ per year. Overall, proposed Project would result in a net decrease of 806 $MTCO_2e$ per year, as compared to the existing condition.

As stated above, the Project site is located in the South Coast Air Basin under the jurisdiction of the SCAQMD. Both the Project's total GHG emissions (1,490 $MTCO_2e$) and the Project's net new (-806 $MTCO_2e$) GHG emissions would be below the SCAQMD significance threshold of 3,000 $MTCO_2e$ per year. Additionally, the proposed Project would not conflict with the 2022 Scoping Plan and SCAG RTP/SCS, reflecting consistency with GHG reduction plans. Therefore, the proposed Project would have a less than significant impact on GHG emissions.

Table 6: Total Project GHG Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)[1]
Project Operation	
Mobile	1,320
Area	1
Energy	135
Water	18
Waste	12
Refrigeration	1
Total Project Gross Operation Emissions	1,487
Project Construction	
Amortized Construction Emissions	4
Project Construction and Operation	
Project Total Emissions	**1,490**
Existing Emissions	2,296

Net New Emissions	**-806**
Significance Threshold	3,000
Threshold Exceeded?	**No**

Notes: 1. Numbers may vary due to rounding.
Source: Appendix A

4.9. HAZARDS AND HAZARDOUS MATERIALS

Less than significant impact. A Limited Subsurface Investigation was conducted at the Project site, and the results are included as Appendix C. The investigation did not find evidence for significant or widespread contamination on site. As part of site preparation for redevelopment, the recommendations listed in a soil management plan would be implemented to ensure that any subsurface features and/or pockets of potentially impacted soils would be appropriately managed.

California Code of Regulations, Title 8, Section 1529, regulates asbestos exposure in all construction work, including during demolition of structures where asbestos may be present. With implementation of existing regulations during demolition and construction activities, including Section 1529, the Project would result in less-than-significant impacts related to hazardous materials.

4.10. HYDROLOGY AND WATER QUALITY

Less than significant impact. A Hydrology and Hydraulics Analysis was prepared for the proposed Project and is included as Appendix D-1 and D-2. As described in Appendix D-1 and D-2, the overall historic drainage pattern of the site is replicated in the proposed condition. The proposed discharge to the existing V-gutter on Willow Street would slightly increase in the proposed condition (less than 2 percent) due to the increased impervious surface as a result of demolition. However, proposed Project site runoffs to Alameda Street and Willow Street would be less than existing condition site runoffs. Therefore, proposed site improvements will not negatively impact existing downstream drainage facilities or downstream properties.

A Low Impact Development (LID) Plan was prepared for the proposed Project and is included as Appendix E-1 and E-2. As described in Appendix E-1 and E-2, typical pollutants of concern for the proposed Project include suspended solids, phosphorous, nitrogen, copper, lead, zinc, and oil/grease. The LID Plan identifies best management practices (BMPs) that would be implemented to reduce impacts to hydrology and water quality. These BMPs include: maintenance of storm drain message and signage, landscape irrigation practices that remove trash/debris and loose vegetation, routine inspection of stormwater infiltration system, and routine inspection of catch and basin filters. With implementation of the BMPs listed in the LID Plan, the proposed Project would result in less-than-significant impacts to hydrology and water quality.

4.11. LAND USE AND PLANNING

No impact. The Project site has a General Plan land use designation of Mixed Use, as shown in Figure 5, *Existing General Plan Land Use*, and a zoning designation of Limited Manufacturing (ML), as shown in Figure 6, *Existing Zoning*. The Mixed Use land use designation is intended to allow for a wide variety of commercial uses, including retail and service businesses, professional offices, and restaurants, in conjunction with residential development. Additionally, the Mixed Use land use designation allows exclusively commercial and industrial development in certain locations where residential may not be appropriate. The ML zoning designation is intended to provide for light industrial uses including a range of industrial, manufacturing, and warehousing uses. The ML zoning designation allows for a maximum building lot coverage of 50 percent (City of Compton Municipal Code, Section 30-14.1).

As discussed above, the Project site includes two parcels that historically operated as a transportation and heavy haul company and a truck terminal facility that are separated by an existing 8-foot-high block wall. 500 S. Alameda Avenue (APN 6179-030-008) has a site area of approximately 4.737 acres. This parcel is currently fully developed with one 10,507 SF office building and one 8,815 SF storage building. 550 S. Alameda Avenue (APN 6179-030-010) has a site area of approximately 6.421 acres and is located in the southern portion of the site. This parcel is currently fully developed with two truck terminal buildings. Terminal Building 550A S. Alameda30,886 SF and has 47 dock positions. Terminal Building 550B S. Alameda is 11,565 SF;

The proposed Project would demolish all buildings except for the larger of the two truck terminals which results in a reduction of 30,887 SF of buildings onsite. The proposed Project would include interior and exterior improvements to the existing 30,886 SF cross-dock terminal building. However, the overall building footprint of 27,286 SF and total building area of 30,886 SF would remain unchanged. The building would continue to be used as a cross-dock terminal, consistent with the exiting use. The northern portion of the Project site, 500 S. Alameda Avenue, would include repaving to accommodate truck trailer parking stalls. The additional truck parking is intended to address operational needs, such as accommodating trailers when not in use and providing flexibility for phasing, loading, and pickup schedules. This use is consistent with the historical operations of the site as a transportation and heavy haul company with similar activities. Therefore, the proposed Project is consistent with the current use and would have no impact on land use and planning.

4.12. MINERAL RESOURCES

No impact. The Project would not result in mineral extraction or otherwise alter availability of a mineral resource.

4.13. NOISE

A Noise and Vibration Impact Analysis was prepared for the proposed Project and is included as Appendix F.

Operation

According to the Noise and Vibration Impact Analysis, the proposed Project would result in a net decrease of 152 daily trips (Appendix G). A decrease in vehicle trips would not result in an increase in noise levels. Therefore, the traffic noise resulting from the proposed project would be less than significant.

The proposed project would not generate vibration levels related to on-site operations. In addition, vibration levels generated from project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level of 0.076 in/sec peak particle velocity (PPV), structures greater than 20 feet from the roadways that contain project trips would experience vibration levels below the most conservative standard of 0.12 in/sec PPV; therefore, vibration levels generated from project-related traffic on the adjacent roadways would be less than significant.

Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site heating, ventilation, and air conditioning (HVAC) equipment, trash bin emptying activities, and truck deliveries and loading and unloading activities. SoundPLAN, a 3-D model that incorporates the topography of the site, was used to determine the future noise impacts from project operations to the noise-sensitive uses. The nearest sensitive receptors are multi-family residences located to the west of the Project site. As shown in Figure 11, *SoundPLAN*, the nearest sensitive receptors would experience noise level impacts that would not exceed the exterior noise level standard of 65 dBA Community Noise Equivalent Level (CNEL), established by the City of Compton for residential uses.

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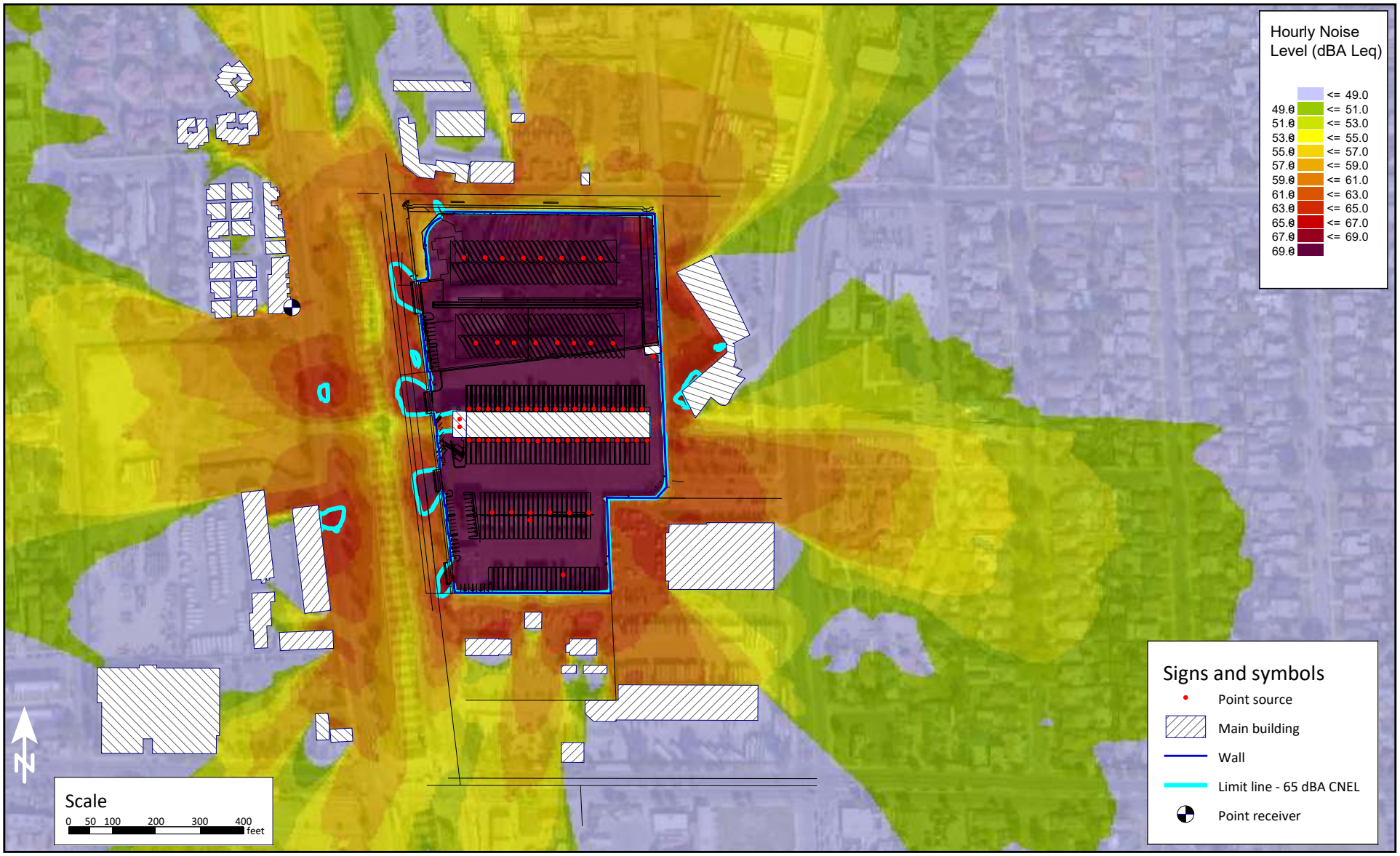
Hourly Noise Level (dBA Leq)
<= 49.0
49.0 <= 51.0
51.0 <= 53.0
53.0 <= 55.0
55.0 <= 57.0
57.0 <= 59.0
59.0 <= 61.0
61.0 <= 63.0
63.0 <= 65.0
65.0 <= 67.0
67.0 <= 69.0
69.0
Signs and symbols
Point source
Main building
Wall
Limit line - 65 dBA CNEL
Point receiver
Scale
0 50 100 200 300 400 feet
N

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Construction

Table 7 shows potential construction noise impacts at the nearest sensitive receptors. As shown, it is expected that composite noise levels during construction at the nearest office uses to the east would reach an average noise level of 72 dBA Leq during daytime hours, while noise levels during construction at the nearest off-site sensitive uses (residences to the west) would reach 66 dBA Leq. These predicted noise levels would only occur when all construction equipment operates simultaneously, and therefore are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed. Construction-related noise impacts would remain below the 85 dBA Leq and 80 dBA Leq construction noise level criteria, as established by the Federal Transit Administration (FTA) for commercial and residential land uses, respectively, for the average daily condition as modeled from the center of the project site and therefore, would be considered less than significant.

Table 7: Potential Construction Noise Impacts at Nearest Sensitive Receptor

Receptor	Reference Vibration Level (VdB) at 25 ft	Distance (ft)	Vibration Level (VdB)
Office (East)	88	315	72
Industrial Uses (North)		490	68
Industrial Uses (South)		490	68
Residences (West)		610	66

Source: Appendix F

As discussed in Appendix F, per the Federal Transit Noise and Vibration Impact Assessment Manual, the threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses. As shown in Table 8 of this document, vibration levels from the proposed Project are expected to be 54 VdB at the closest office uses to the east and 45 VdB at the sensitive uses west of the project site, which are both below the 78 VdB threshold for annoyance. Furthermore, vibration levels are expected to approach 0.037 in/sec PPV at the nearest surrounding structures and would not exceed the 0.2 in/sec PPV damage threshold established by the FTA guidelines considered safe for non-engineered timber and masonry buildings.

Table 8: Potential Construction Vibration Annoyance Impacts at Nearest Sensitive Receptor

Receptor	Reference Vibration Level (VdB) at 25 ft	Distance (ft)	Vibration Level (VdB)
Office (East)	87	315	54
Industrial Uses (North)		490	48
Industrial Uses (South)		490	48
Residences (West)		610	45

Source: Appendix F

The proposed Project would comply with the City of Compton Municipal Code Section 7-12.2, which states that construction activities are only allowed between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and Saturday. No construction activities are permitted outside of these hours except with express written permission from a City Building Official. In addition, the proposed Project would include following BMPs:

- The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers consistent with manufacturers' standards.

- The project construction contractor shall locate staging areas away from off-site sensitive uses during the later phases of project development.
- The project construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.

Through compliance with City of Compton Municipal Code and implementation of the BMPs described above, the proposed Project would result in less-than-significant impacts related to noise.

4.14. POPULATION AND HOUSING

No impact. As described above, the site is currently fully developed with two truck terminal buildings, one office building, and one storage facility. The Project proposes to demolish all existing buildings except for the larger of the two truck terminals. The proposed Project would include interior and exterior improvements to the existing 30,886 SF cross-dock terminal building. Upon completion, the Project will continue to serve as a cross-dock terminal. The proposed Project would not result in expansion that would result in the need for additional workers within the city, as compared to the existing use. In addition, the proposed Project would not result in displacement or impact housing within the city. Therefore, the proposed Project would not result in impacts to population or housing.

4.15. PUBLIC SERVICES

No impact. As described above, the site is currently fully developed with two truck terminal buildings, one office building, and one storage facility. The Project proposes to demolish all existing buildings except for the larger of the two truck terminals. Upon completion, the Project will continue to serve as a cross-dock terminal. The proposed Project would not result in changes to public services or in expansion in use that would result in increased demand for public services. Therefore, the proposed Project would have no impact on public services.

4.16. RECREATION

No impact. As described above, site is currently fully developed with two truck terminal buildings, one office building, and one storage facility. The Project proposes to demolish all existing buildings except for the larger of the two truck terminals. Upon completion, the Project will continue to serve as a cross-dock terminal. The proposed Project would not result in changes to parks and recreation facilities nor in in expansion in use that would result in increased demand for parks and recreational facilities. Therefore, the proposed Project would have no impact on recreation.

4.17. TRANSPORTATION

Less than significant impact. A Vehicle Miles Traveled (VMT) Screening Analysis was prepared for the proposed Project and is included as Appendix G. As discussed in Appendix G, the City of Compton has not adopted VMT guidelines; therefore, the LA County Traffic Impact Analysis (TIA) guidelines were utilized for this Project. The LA County TIA guidelines include screening thresholds to identify if a project would be considered to have a less-than-significant impact on VMT and therefore could be screened out from further VMT analysis. Based on the guidelines, projects exempt from the VMT analysis are also exempt from preparing a level of service (LOS) analysis.

According to the LA County TIA Guidelines, projects that generate a net increase of less than 110 daily passenger trips are screened out from further analysis. As shown in Table 9, *Project Trip Generation*, the proposed Project would generate 152 fewer daily passenger vehicle trips than existing conditions, including

21 fewer trips in the AM peak hour and 19 fewer trips in the PM peak hour. Therefore, the proposed Project screens out from further traffic analysis and would result in less-than-significant impacts related to VMT.

Table 9: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use	**Trip Type**	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
General Light Industrial (GLI) [1]		TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65
Warehousing[2]		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
General Office Building[3]		TSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44
Existing Truck Terminal Buildings [1]	42.451	TSF	207	28	4	31	4	23	27
Vehicle Mix		***Percent*** [4]							
Passenger Vehicles		46.00%	95	13	2	14	2	11	12
2-Axle truck		6.10%	13	2	0	2	0	1	2
3-Axle truck		13.90%	29	4	0	4	1	3	4
4+-Axle Trucks		34.00%	70	9	1	11	1	8	9
		100%	207	28	4	32	4	23	27
Exsisting Warehouse Building [2]	8.815	TSF	16	1	1	2	0	2	2
Vehicle Mix		***Percent*** [5]							
Passenger Vehicles		72.50%	12	1	0	1	0	1	1
2-Axle truck		4.60%	1	0	0	0	0	0	0
3-Axle truck		5.70%	1	0	0	0	0	0	0
4+-Axle Trucks		17.20%	3	0	0	0	0	0	0
		100%	16	1	0	1	0	2	2
Existing Office Building[3]	10.51		114	14	2	16	3	12	15
Total Existing Passenger Trip Generation			**221**	**28**	**4**	**32**	**4**	**24**	**28**
Total Existing Trip Generation			**337**	**43**	**6**	**49**	**7**	**37**	**44**
Proposed Truck Terminal Project Trip Generation [1]									
Truck Terminal	30.886	TSF	150	20	3	23	3	17	20
		Percent [4]							
Passenger Vehicle		46.00%	69	9	2	11	1	8	9
2-Axle truck		6.10%	9	1	0	1	0	1	1
3-Axle truck		13.90%	21	3	0	3	0	2	3
4+-Axle Trucks		34.00%	51	7	1	8	1	6	7
		100%	150	20	4	23	3	17	20
Total Proposed Passenger Trip Generation			**69**	**9**	**2**	**11**	**1**	**8**	**9**
Total Proposed Trip Generation			**150**	**20**	**3**	**23**	**3**	**17**	**20**
Net Project Trip Generation									
Total Project Passenger Trip Generation			**-152**	**-19**	**-2**	**-21**	**-3**	**-16**	**-19**
Total Project Trip Generation			**-186**	**-23**	**-3**	**-26**	**-4**	**-20**	**-24**

TSF = Thousand Square Feet

[1] Trip rates from the Institute of Transporation Engineers, Trip Generation,10th Edition, 2017. Land Use Code 110 - General Light Industrial

[2] Trip rates from the Institute of Transporation Engineers, Trip Generation,10th Edition, 2017. Land Use Code 150 - Warehousing

[3] Trip rates from the Institute of Transporation Engineers, Trip Generation,11th Edition, 2021. Land Use Code 710 - General Office Building

[4]Vehicle Mix from the City of Fontana, Truck Trip Generation Study, August 2003. Classification: Truck Terminals

[5]Vehicle Mix from the Institute of Transportation Engineers, Trip Generation Manual,11th Edition, 2021, and SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 2014. Classification: Without Cold Storage

Level of Service and Queuing Analysis (For Informational Purposes)

A Level of Service (LOS) Screening Analysis was prepared per a request from the City and is included as Appendix H. The LOS Analysis is discussed here for informational purposes only. The proposed Project is anticipated to generate 150 daily trips (which is 152 fewer than existing), with the highest volume of vehicles at the driveways would occur during the peak hours:

- AM Peak Hour: 23 trips (42 PCE) trips, with 20 entering, 3 exiting (37 PCE entering, 5 PCE exiting).
- PM Peak Hour: 20 trips (37 PCE) trips, with 3 entering, 17 exiting (6 PCE entering, 31 PCE exiting).

The proposed Project configuration efficiently manages truck movements and queuing along Alameda Street. The designated driveways, with storage lengths of 200 to 250 feet, are designed to accommodate peak hour truck arrivals, preventing queuing beyond the site access points. Internal circulation is designed to support truck maneuvering within the site, with sufficient aisle widths and lengths to ensure smooth movements without lane encroachment. The queuing analysis confirms that the storage lengths and driveway capacities effectively manage inbound truck volumes, ensuring uninterrupted operations both at the site entrances and within the site itself.

4.18. TRIBAL CULTURAL RESOURCES

No impact. The proposed Project would not result in construction or ground disturbance or changes to existing operations on-site. Furthermore, as discussed previously, the Project site is currently fully developed and disturbed by previous development. Therefore, the proposed Project would result in no impact to tribal cultural resources.

4.19. UTILITIES AND SERVICE SYSTEMS

No impact. The proposed Project would utilize existing utility infrastructure including existing water lines, sewer lines, telecommunication lines, and natural gas lines. The proposed Project would not result in the construction or relocation of utility systems. Therefore, the proposed Project would result in no impacts related to utilities and service systems.

4.20. WILDFIRE

No impact. As discussed above, the site is currently fully developed with two truck terminal buildings, one office building, and one storage facility. The Project proposes to demolish all existing buildings except for the larger of the two truck terminals. Upon completion, the Project will continue to serve as a cross-dock terminal. As a result, the proposed Project would not result in changes to the site that could exacerbate the risk of wildfire. Therefore, the proposed Project would result in no impact to wildfire.

5. EXCEPTIONS FOR EXEMPTIONS

In addition to investigating the applicability of CEQA Guidelines Section 15301 (Class 1), this CEQA document also assesses whether any of the exceptions to qualifying for the Class 1 exemption are present. The following analysis compares the criteria of CEQA Guidelines Section 15300.2 (Exceptions) to the Project.

a) **Criterion 15300.2(a): Location: Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The proposed Project does not qualify for an exception under Classes 3, 4, 5, 6 or 11. The Project is located within an urban developed area and is not located within a sensitive environment. In addition, the Project would not result in any impacts on an environmental resource of hazardous or critical concern. Therefore, the exception under criterion 15300.2(a) is not applicable.

b) **Criterion 15300.2(b): Cumulative Impact: All exemptions for these classes are inapplicable when the cumulative impact of successive projects with similar uses over a similar geological area over time is significant.**

As discussed in Section 1.2, the proposed Project meets the requirements of CEQA Guidelines Section 15301. The proposed Project would redevelop a site that is currently completely developed. The Project site is already served by utilities and public services, as well as transportation. Any construction effects would be temporary, confined to the Project vicinity, and reduced to a less-than-significant level by implementing existing applicable regulatory requirements. Therefore, the Project's impacts would be less than significant and not cumulatively considerable. No successive projects of the same or similar use within the vicinity of the Project are known or expected to occur over time that would result in cumulatively considerable impacts. Furthermore, as discussed throughout this document, the proposed Project would not result in significant environmental impacts that would be capable of combining with impacts from other cumulative projects to result in a cumulative impact. Therefore, the exception under CEQA Guidelines Section 15300.2 (b) does not apply to the Project.

c) **Criterion 15300.2(c): Significant Effects: A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

There are no known unusual circumstances that are applicable to the proposed Project, and which may result in a significant effect on the environment. The proposed Project consists of on-site improvements and slight modifications to allow unified operation of two existing properties as a cross-dock freight terminal with trailer and equipment storage. The Project site is located within an urban developed area that is served by utilities and transportation. The Project site would be consistent with the City's General Plan and the Municipal Code; thus, the Project would not introduce a new activity to the area that could result in a significant effect on the environment. Therefore, the exception under CEQA Guidelines Section 15300.2(c) does not apply to the Project.

d) **Criterion 15300.2(d): Scenic Highways: A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

The Project site is not located within a State Scenic Highway corridor. The nearest Eligible State Scenic Highway to the Project site is the section of SR-5 that connects to SR-19 near Long Beach, located approximately 8.25 miles southeast of the Project site, and also not visible from the Project site. Therefore, the exception under CEQA Guidelines Section 15300.2(d) does not apply to the Project.

e) Criterion 15300.2(e): Hazardous Waste Sites: Hazardous Waste Sites: A categorical exemption shall not be used for a project located on a site which is included on any list complied pursuant to Section 65962.5 of the Government Code.

The Project site is currently developed and heavily disturbed. As discussed in Section 4.9, *Hazards and Hazardous Materials*, the Limited Subsurface Investigation prepared for the Project did not find evidence for significant or widespread contamination on site. The Project site is not listed on any list compiled pursuant to Section 65962.5 and construction of the Project would be conducted pursuant to existing regulatory requirements. Therefore, the exception under CEQA Guidelines Section 15300.2(d) does not apply to the Project.

f) Criterion 15300.2(f): Historical Resources: A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

As previously mentioned, the Project site is fully developed and heavily disturbed. As discussed in Section 4.5, *Cultural Resources*, the Project site is not located within a historic district and is not identified on the California Built Environment Resource Directory (BERD). Furthermore, the Project site was not found to meet the National Register of Historic Places (NR) and California Register of Historical Resources (CR) criteria. As such, the proposed Project does not contain nor would it result in impacts to historical resources. Therefore, the exception under CEQA Guidelines Section 15300.2(e) does not apply to the proposed Project.

Conclusion

On the basis of the evidence provided above, the proposed Project is eligible for a Class 1 Categorical Exemption in accordance with Section 15301, *Existing Facilities*, of the CEQA Guidelines. Because the proposed Project meets the criteria for categorically exempt projects listed in CEQA Guidelines Section 15301 and it would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the proposed Project.

6. REFERENCES

EPD Solutions. (2024a). *Air Quality, Energy, and Greenhouse Gas Impact Analysis for the 500 S Alameda Compton Project*. **Appendix A.**

EPD Solutions. (2024b). *Vehicle Miles Traveled (VMT) Screening Analysis*. **Appendix G.**

EPD Solutions. (2024c). *Level of Service (LOS) Screening Analysis*. **Appendix H.**

EPD Solutions. (2024d). *Operational Health Risk Assessment*. **Appendix I.** Joseph C. Truxaw & Associates, Inc. (2024a). *Hydrology and Hydraulics Analysis for 500 Alameda Warehouse*. **Appendix D-1.**

Joseph C. Truxaw & Associates, Inc. (2024b). *Hydrology and Hydraulics Analysis for 550 Alameda Warehouse*. **Appendix D-2.**

Joseph C. Truxaw & Associates, Inc. (2024c). *Low Impact Development (LID) Plan for 500 Alameda Warehouse*. **Appendix E-1.**

Joseph C. Truxaw & Associates, Inc. (2024d). *Low Impact Development (LID) Plan for 550 Alameda Warehouse*. **Appendix E-2.**

LSA. (2024). *Noise and Vibration Impact Analysis 500 & 550 South Alameda Truck Terminal Project*. **Appendix F.**

Ramboll Environment & Health. (2021). *Results of Limited Subsurface Investigation*. **Appendix C.**

Urbana Preservation & Planning. (2024). *Historical Resource Assessment (HRA) Memorandum*. **Appendix B.**

End of document.