

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY

| | | |
|--|-----------------------|--------------------------|
| PROJECT TITLE: David H. Fell & Company, Inc. | | CALSTARS CODING: |
| PROJECT ADDRESS: 6009 Bandini Blvd. | CITY: Bell | COUNTY: Los Angeles |
| PROJECT SPONSOR: | CONTACT: Max Raffi | PHONE: (323) 722-9992 |

APPROVAL ACTION UNDER CONSIDERATION BY DTSC:

| | | | |
|--|--|--|---------------------------------------|
| <input type="checkbox"/> Initial Permit Issuance | <input checked="" type="checkbox"/> Permit Renewal | <input type="checkbox"/> Permit Modification | <input type="checkbox"/> Closure Plan |
| <input type="checkbox"/> Removal Action Workplan | <input type="checkbox"/> Remedial Action Plan | <input type="checkbox"/> Interim Removal | <input type="checkbox"/> Regulations |
| <input type="checkbox"/> Other (specify): | | | |

STATUTORY AUTHORITY:

California H&SC, Chap. 6.5 California H&SC, Chap. 6.8 Other (specify):

| | | |
|--|--------------------------|--------------------------|
| DTSC PROGRAM/ ADDRESS: 700 Heinz Ave., Berkeley, CA 94710 | CONTACT: Joanna Louie | PHONE: (510) 540-3957 |
|--|--------------------------|--------------------------|

PROJECT DESCRIPTION:

DHF is a precious metal recycling facility. They transfer hazardous waste containing silver and other precious metals from known off-site generators to the facility under manifests or under bill of lading when qualifying under small quantity exemption. The hazardous waste is analyzed in the DHF laboratory to determine its precious metals contents. The incoming waste is processed to maximize the reclamation of precious metals in the physical form requested by customers.

The following units and their activities along with storage of hazardous waste are regulated by the DTSC:

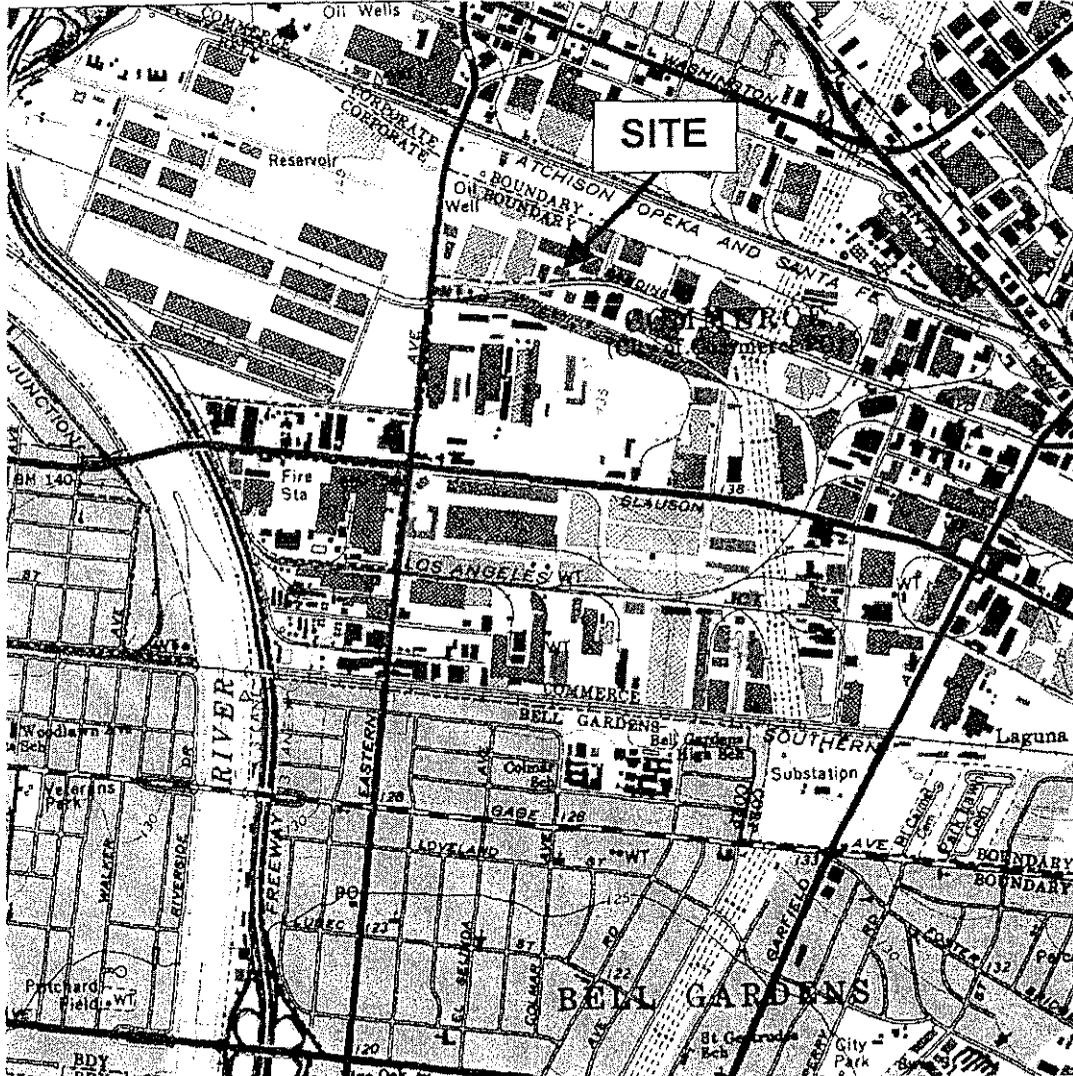
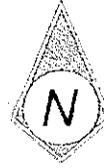
- Roaster furnace drying thermal reduction
- Jaw Crusher crushing
- Ball Mill grinding
- Screen screening
- Blender blending
- Sample extraction drum thief
- Melting furnace melting

DHF's previous permit approved on December 22, 1997, was a Series B Standardized Permit for 99,000 pounds of waste storage capacity and 9,999 pounds of treatment weight.

Project Location

DHF is located on 6009 Bandini Blvd. in Bell, CA in the county of Los Angeles. The facility is located on land zoned "M" for manufacturing and is surrounded by mainly industrial facilities. The site is located approximately one mile northeast of the Long Beach Freeway (710). The Santa Ana Freeway (5) is located 0.7 miles northeast of the subject site. The nearest residential area is 2640 ft or 0.5 miles away. The property is approximately 60,750 square feet in size and is occupied by a masonry warehouse structure. Union Pacific Railroad which runs parallel to Randolph Street is located about 1 mile south of the facility and the Metrolink Railroad is located approximately 1/3 mile North of the facility. Figures 1,2 and 3 below describe the surrounding vicinity and Plot Plan of DHF.

Figure 1 Vicinity Map



REFERENCE
 U.S.G.S. – GEOLOGICAL SURVEY
 SOUTH GATE QUADRANGLE
 LOS ANGELES COUNTY, CALIFORNIA

6009 BANDINI BOULEVARD
BELL, CALIFORNIA

VICINITY MAP

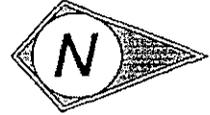
Smith-Emery GeoServices
 FILE NO.: 93100

DWG BY D.P.
 PLATE NO.: 1

Figure 2 Site Schematic Map

LEGEND:

 - SUBJECT SITE



NOT TO SCALE



6009 BANDINI BOULEVARD
BELL, CALIFORNIA

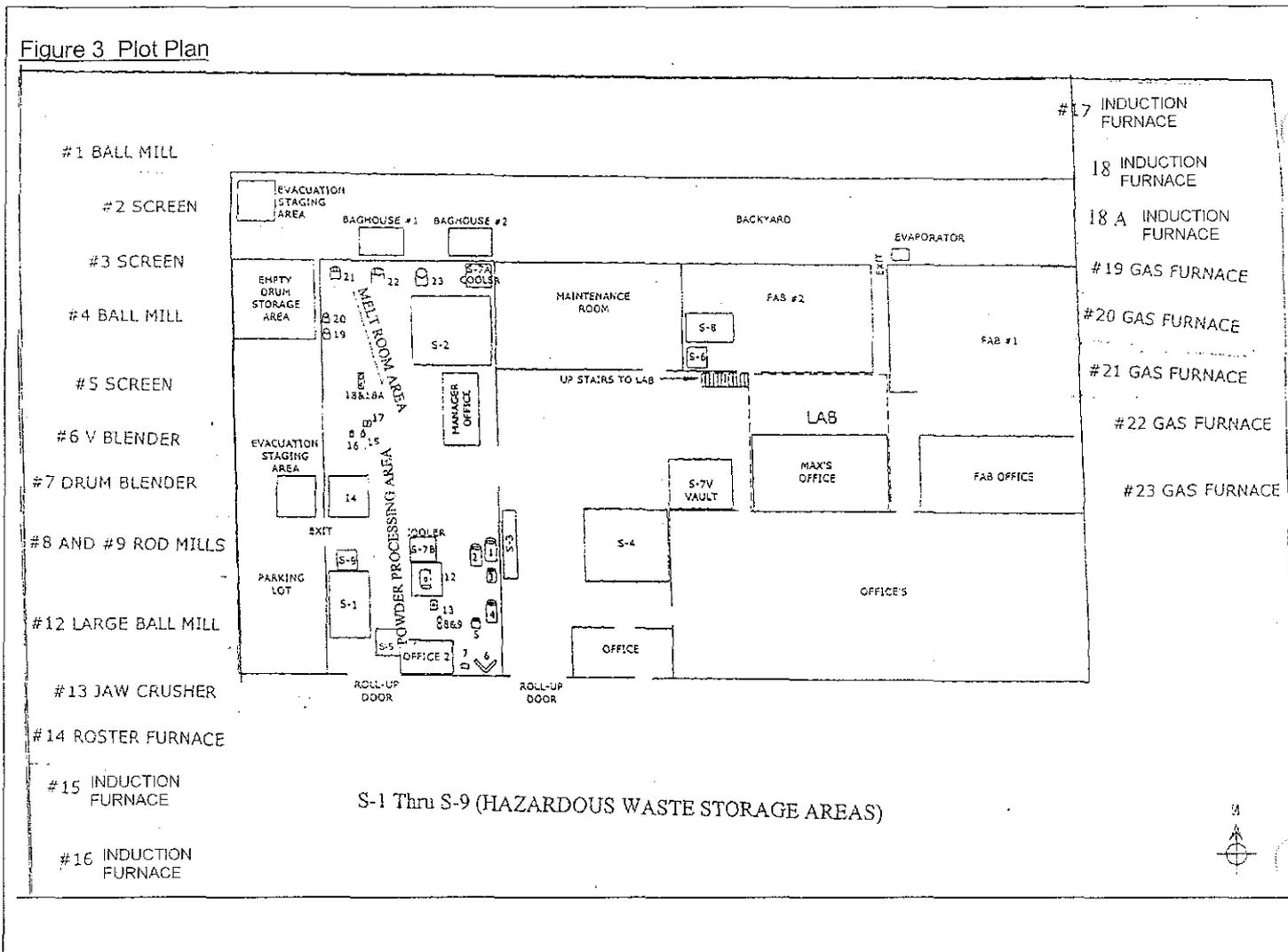
SITE SCHEMATIC

Smith-Emery GeoServices

DWG BY D.P.

FILE NO.: 93100

PLATE NO.: 2



DHF is located on the border of two cities, Commerce and Bell. The City of Commerce ends at 6000 Bandini Blvd and DHF is located on 6009 Bandini Blvd. Because the City of Bell 2010 General Plan was first published in 1996 and has not been updated since, for several sections in this initial study, the City of Commerce 2020 General Plan first published in 2005 information was used. The following sections used the City of Commerce 2020 General Plan: Air Quality, Noise, Geology and Soils, and Traffic and Transportation.

ENVIRONMENTAL IMPACT ANALYSIS:

1. Aesthetics

Project Activities Likely to Create an Impact:

None

Description of Baseline Environmental Conditions:

The City of Bell is located in southerly portion of the Los Angeles basin. The City is fully developed and there are no unique geologic features found in the planning area. Sources of light and glare in the City include street and parking area lighting, signage, building lighting, and vehicle headlights. In addition, no designated scenic highways or corridors are located in the City.

Analysis as to whether or not project activities would:

- a. Have a substantial adverse effect on a scenic vista.

No impact. David H. Fell & Company, Inc. (DHF) will not be expanding the facility and is on land zoned, "M" for manufacturing. No construction will be taking place. The surrounding area is made up of industrial facilities. There are no designated scenic highways or corridors.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway.

No impact. David H. Fell & Company, Inc. (DHF) will not be expanding the facility and is on land zoned, "M" for manufacturing. No construction will be taking place. The surrounding area is made up of industrial facilities. There are no designated scenic highways.

DHF engages in the following regulated activities:

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- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
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- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- c. Substantially degrade the existing visual character or quality of the site and its surroundings.

No impact. David H. Fell & Company, Inc. (DHF) will not be expanding the facility and is on land zoned, "M" for manufacturing. No construction will be taking place. The surrounding area is made up of industrial facilities. There are no designated scenic highways or corridors.

DHF engages in the following regulated activities:

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- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
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- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- d. Create a new source of substantial light of glare that would adversely affect day or nighttime views in the area.

No impact. David H. Fell & Company, Inc. (DHF) will not be expanding the facility and is on land zoned, "M" for manufacturing. No construction will be taking place. The surrounding area is made up of industrial facilities. There are no designated scenic highways or corridors.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

References Used: 1, 2, 3, 13

2. Agricultural Resources

Project Activities Likely to Create an Impact:

None.

Description of Baseline Environmental Conditions:

No agricultural activities happen in area or the surrounding cities.

Analysis as to whether or not project activities would:

- 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.

None. This project is not near farmland. DHF is located on land zoned "M" for manufacturing. The facility will not be expanding outside its boundaries.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- b. Conflict with existing zoning or agriculture use, or Williamson Act contract.

None. This project is not near farmland. DHF is located on land zoned "M" for manufacturing. The facility will not be expanding outside its boundaries.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural uses.

None. This project is not near farmland. DHF is located on land zoned "M" for manufacturing. The facility will not be expanding outside its boundaries.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

References Used: 1, 2, 3, 13

3. Air Quality

Project Activities Likely to Create an Impact:

None. Anything that will be released into the air will go through one of the facility's baghouses. DHF has installed polytetrafluoroethylene (PTFE) membrane filters and High Efficiency Particulate Air (HEPA) filters, pressure differential gauges, flow meters, and broken bag detectors. There is nothing more that the facility can technologically do to reduce particulate emissions. On November 7, 2002, DTSC approved a Class 2 Permit Modification to drop DHF's baghouse efficiency testing because of the new technology installed. The South Coast Air Quality Management District (SCAQMD) has also removed the DHF requirement for baghouse efficiency testing.

Description of Baseline Environmental Conditions:

The City of Commerce is located within the South Coast Air Basin and the basin's climate is semi-arid and characterized by moist, mild winters and hot, dry summers accompanied by sea breezes. Wind patterns vary seasonally; westerly winds predominate in the summer months and northeasterly winds in the winter months. Local Southern California weather is affected

by winter storms moving along the Pacific Coast, warm tropical air masses, and hot, dry Santa Ana winds caused by high-pressure systems in the Great Basin. The dominant daily wind pattern consists of a daytime sea breeze blowing inland from the ocean followed by a nighttime land breeze blowing from the inland areas toward the coast. The climate in Commerce is consistent with the region's temperate weather patterns. The average daily temperatures range from between 40 F. and 90°F. with an average annual temperature of 64.4°F. Annual precipitation averages approximately 15 to 18 inches per year with most of this precipitation occurring during the winter months. Airborne pollutants, within the basin are transported and dispersed by meteorological processes. Meteorological factors important to the transport of air

pollution within the South Coast Air Basin include wind speed, wind direction, and the presence of atmospheric temperature inversions. Wind conditions control both the local and regional trajectory of emissions. The problem of a long transport distance over many pollution sources in summer is compounded by temperature inversions that exacerbate the pollution problem.

In summer, the air within the high-pressure center over the ocean sinks and warms. Near the ocean's surface, air temperatures drop due to the proximity of the cooler water. This forms a shallow, well-mixed layer of marine air approximately 1,000 feet deep capped by a massive layer of warm air. Pollutants emitted near the ground remain trapped within that shallow layer. As each pollution source adds its contribution to that layer, the air arriving at the eastern portion of the Los Angeles metropolitan area may become highly polluted with visibility degrading aerosols and with unhealthy, invisible gaseous pollutants. This condition will continue and become more concentrated until either the inversion breaks or surface winds increase to disperse the pollutants horizontally.

The primary source of emissions in Commerce include the industries within the City, the numerous trucks and cars operating on the City's roadways, and on the Long Beach and Santa Ana Freeways that traverse Commerce. In addition, air pollution generated by traffic and point sources in the immediate vicinity and in the surrounding region contribute to the overall decline in air quality. Table 1 indicates the air quality trends within the Commerce area between 1985 and the year 2000. As indicated in the table, air quality has experienced a significant improvement in terms of the number of days where state or national ambient clean air standards are exceeded. However, the South Coast Air Basin is still a non-attainment area for ozone.

Table 1

| Characteristics of Air Quality 1985 and 2000 | | | | | | |
|---|-----------------------|-----------|--|------|--|------|
| Pollutant | Maximum Concentration | | # Days State Standards Exceeded ¹ | | # Days Federal Standards Exceeded ² | |
| | 1985 | 2000 | 1985 | 2000 | 1985 | 2000 |
| Carbon Monoxide | 18 ppm | 8 ppm | 0 | 0 | 4 | 0 |
| Ozone | .32 ppm | .14 ppm | 16 | 8 | 95 | 4 |
| Nitrogen Dioxide | .31 ppm | .16 ppm | 1 | 0 | 3 | 0 |
| Sulfur Dioxide | .05 ppm | 0.010 ppm | 0 | 0 | 0 | 0 |
| ¹ State Standards Carbon Monoxide: 90 ppm (8-hour), 35 ppm (1-hour) Ozone: 0.0009 ppm (1 hour) Nitrogen Dioxide: 0.25 ppm (1-hour) Sulfur Dioxide: 0.25 ppm (1-hour) and 0.05 ppm (8-hour) | | | | | | |
| ² Federal Standards Carbon Monoxide: 90 ppm (8-hour), 35 ppm (1-hour) Ozone: 0.12 ppm (1 hour) Nitrogen Dioxide: 0.053 ppm (annual average) Sulfur Dioxide: 0.14 ppm (24-hour) | | | | | | |
| Source: South Coast Air Quality Management District. Air Quality Data for Central Los Angeles | | | | | | |

Analysis as to whether or not project activities would:

- a. Conflict with or obstruct implementation of the applicable air quality plan.

None.

Impact Analysis:

DHF will not be going under any construction and none of its manufacturing operations will affect the implementation of the applicable air quality plan.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

None.

Impact Analysis:

Anything that will be released into the air will go through one of the facility's baghouses. DHF has installed PTFE membrane filters and HEPA filters, pressure differential gauges, flow meters, and broken bag detectors. There is nothing more that the facility can technologically do to reduce particulate emissions. The South Coast Air Quality Management District (SCAQMD) has dropped DHF requirement for baghouse efficiency testing.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
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Conclusion:

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 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- c. Result in 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

None.

Impact Analysis:

Anything that will be released into the air will go through one of the facility's baghouses. DHF has installed PTFE membrane filters and HEPA filters, pressure differential gauges, flow meters, and broken bag detectors. There is nothing more that the facility can technologically do to reduce particulate emissions. The South Coast Air Quality Management District (SCAQMD) has dropped DHF requirement for baghouse efficiency testing.

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Conclusion:

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 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- d. Expose sensitive receptors to substantial pollutant concentrations.

None.

Impact Analysis:

Anything that will be released into the air will go through one of the facility's baghouses. DHF has installed PTFE membrane filters and HEPA filters, pressure differential gauges, flow meters, and broken bag detectors. There is nothing more that the facility can technologically do to reduce particulate emissions. The South Coast Air Quality Management District (SCAQMD) has dropped DHF requirement for baghouse efficiency testing.

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- Melting to form the metal into bars

Conclusion:

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 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- e. Create objectionable odors affecting a substantial number of people.

None.

Impact Analysis:

Anything that will be released into the air will go through one of the facility's baghouses. DHF has installed PTFE membrane filters and HEPA filters, pressure differential gauges, flow meters, and broken bag detectors. There is nothing more that the facility can technologically do to reduce particulate emissions. The South Coast Air Quality Management District (SCAQMD) has dropped DHF requirement for baghouse efficiency testing.

DHF engages in the following regulated activities:

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Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- f. Result in human exposure to Naturally Occurring Asbestos (see also Geology and Soils, f.).

None

Impact Analysis:

DHF is not located in an area known to contain naturally occurring asbestos according to the Department of Conservation General Location Guide for Ultramafic Rocks in California.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

References Used: 1, 2, 3, 6

4. Biological Resources

Project Activities Likely to Create an Impact:

None.

Description of Baseline Environmental Conditions:

The City of Bell is largely urbanized and no ecologically sensitive habitat for plants and animals are found in the City. Increasing urbanization in the region has led to the loss of native plants and animal communities and only an occasional migratory flock of birds may be spotted. Animal and plant species in the City consist mainly of domesticated pets and rodents and plants used for landscaping purposes. The channelization of the Los Angeles River has also resulted in the loss of riparian habitats.

DHF is located in the South Gate quadrant in California. Inside this quadrant, there are 2 endangered species, the Southwestern Willow Flycatcher and California Orcutt Grass according to the Natural Diversity Database.

Analysis as to whether or not project activities would:

- 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.

None.

Impact Analysis:

DHF is on land zoned "M" for manufacturing. It is surrounded by manufacturing industries and the area is very developed. DHF will not be undergoing any construction on or off its property lines. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 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.

None

Impact Analysis:

DHF is on land zoned "M" for manufacturing. It is surrounded by manufacturing industries and the area is very developed. DHF will not be undergoing any construction on or off its property lines. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

None

Impact Analysis:

DHF is on land zoned "M" for manufacturing. It is surrounded by manufacturing industries and the area is very developed. DHF will not be undergoing any construction on or off its property lines. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- 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.

None

Impact Analysis:

DHF is on land zoned "M" for manufacturing. It is surrounded by manufacturing industries and the area is very developed. DHF will not be undergoing any construction on or off its property lines. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- e. Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

None

Impact Analysis:

DHF is on land zoned "M" for manufacturing. It is surrounded by manufacturing industries and the area is very developed. DHF will not be undergoing any construction on or off its property lines. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- 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.

None

Impact Analysis:

DHF is on land zoned "M" for manufacturing. It is surrounded by manufacturing industries and the area is very developed. DHF will not be undergoing any construction on or off its property lines. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact

- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

References Used: 1, 2, 3, 7, 13

5. Cultural Resources

Project Activities Likely to Create an Impact:

None. DHF will not be doing any construction on or off site.

Description of Baseline Environmental Conditions:

The Office of Historic Preservation’s California Historic Landmarks does not include any structure or site within the City of Bell. But a number of historically significant structures have been observed along Gage Avenue, between Atlantic Avenue and Salt Lake Avenue. These structures feature decorative masonry, shields, crowns, stained glass, vertical spires, bricks and tiles.

Table 2: Historic Structures

| | |
|--------------------|-------------------|
| James Bell Mansion | 6500 Lucille Ave. |
| Commercial | 3550 Gage Ave. |
| Commercial | 3618 Gage Ave. |
| Commercial | 3923 Gage Ave. |
| Commercial | 4000 Gage Ave. |
| Commercial | 4035 Gage Ave. |
| Commercial | 4053 Gage Ave. |
| Commercial | 4054 Gage Ave. |
| Commercial | 4063 Gage Ave. |
| Commercial | 4069 Gage Ave. |
| Commercial | 4071 Gage Ave. |
| Commercial | 4111 Gage Ave. |
| Commercial | 4121 Gage Ave. |
| Commercial | 4356 Gage Ave. |
| Commercial | 4381 Gage Ave. |
| Commercial | 4419 Gage Ave. |
| Commercial | 4429 Gage Ave. |
| Commercial | 4400 Gage Ave. |
| Commercial | 4501 Gage Ave. |
| Commercial | 4612 Gage Ave. |
| Commercial | 4714 Gage Ave. |
| Commercial | 4722 Gage Ave. |

Source: Earth-Tech, 1986

All historic structures are located at least 3 miles from the DHF facility.

Analysis as to whether or not project activities would:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5.

None.

Impact Analysis:

DHF will not be doing any construction on or off site. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- b. Cause a substantial adverse change in the significance of an archeological resource pursuant to 15064.5.

None

Impact Analysis:

DHF will not be doing any construction on or off site. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

None.

Impact Analysis:

DHF will not be doing any construction on or off site. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- d. Disturb any human remains, including those interred outside of formal cemeteries.

None.

Impact Analysis:

DHF will not be doing any construction on or off site. No further analysis is necessary.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

References Used: 1, 2, 3, 4, 13

6. Geology and Soils

Project Activities Likely to Create an Impact:

None.

Description of Baseline Environmental Conditions:

No known or suspected active fault traces traverse the City of Commerce, or the general area of the City of Commerce, though the surrounding region is seismically active. Of the five known active faults in the general area of the City of Commerce, the San Andreas Fault is considered most likely to produce a large seismic event within the next 100 years. The San Andreas Fault lies approximately 38 miles northeast of Commerce. Geologic evidence suggests that a major earthquake (7.5 to 8.5 Richter magnitude) has a 50% chance of occurring within the next 30 years.

An earthquake of this magnitude is comparable to the 1906 San Francisco earthquake and has the potential for causing considerable damage in the Southern California region. An earthquake occurring along the Newport-Inglewood Fault could impact Commerce more severely than a San Andreas induced earthquake. The Newport-Inglewood Fault lies about twelve miles from the City, and it is estimated that 6.0 to 6.5 Richter magnitude earthquakes on this Faults have a 15% to 50% probability of occurrence within the next 100 years. A 6.5 magnitude earthquake could produce strong ground shaking lasting from 12 to 18 seconds. The Long Beach earthquake of 1933 registered 6.3 on the Richter scale, and the

Commerce area did sustain some damage. The Whittier-Elsinore Fault also lies in close proximity to the City (seven miles to the west), but historically this fault has produced relatively minor earthquakes (less than 4.5 Richter magnitude). Geologic studies indicate that this fault has less than a 15% probability of producing a moderate earthquake (5.5 to 6.0 Richter magnitude) within the next 100 years. Neither the San Fernando-Sierra Madre Fault nor the San Jacinto Fault is expected to produce earthquakes that will impact Commerce. The San Jacinto system lies approximately 50 miles from the City, and the San Fernando-Sierra Madre Fault runs roughly in an eastwest direction approximately 15 miles north of Commerce. Surface fault rupture is not a concern during an earthquake since no known faults are located within the City. Seismic activity can produce several secondary effects that could result in property damage and loss of life. These secondary hazards include liquefaction, settlement, landslides, tsunamis and seiches, and dam failure. Within the City, the major seismic effects are related to liquefaction and ground shaking.

Liquefaction results when seismic induced ground shaking causes water-laden, cohesion less soils to form a quicksand-like soil condition below the ground surface. Structural damage may ensue as building foundations lose ground support. Liquefaction typically occurs in areas where groundwater exists within 30 to 50 feet of the ground surface and where poorly consolidated, cohesion less soils predominate. In some instances, ground shaking may cause unconsolidated soils to settle, which can result in significant damage to structures. Geologic investigations performed by the Department of Conservation Division of Mines and Geology indicate that no such soil conditions exist within the City limits.

DHF is located in the Downey Plain within the Central Basin Pressure Area, approximately one mile from the Los Angeles River. The soils beneath the site are recent alluvium deposits consisting of primary stream deposited gravel, sand, silt, and clay. The Exposition-Artesia aquifer, the Gage aquifer and an unnamed aquiclude which are part of the Upper Pleistocene Lakewood Formation lie beneath the recent Alluvium. The Lakewood Formation is unconformable underlain by the Lower Pleistocene San Pedro Formation which contain the Hollydale, Jefferson, Lynwood, Silverado, and Sunnyside aquifers in the site vicinity.

Analysis as to whether or not project activities would:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

None.

- ❖ 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).

The entire southern California and Los Angeles area is considered seismically active. The nearest faults to the facility are the Newport/Inglewood Fault, 8 miles, and the Whittier Narrow Fault, 35 miles. DHF has earthquake prevention measures in place which include securing all tanks and equipment and an evacuation plan should a major earthquake occur. DHF will not be undergoing any construction on or off site.

- ❖ Strong seismic ground shaking.

The entire southern California and Los Angeles area is considered seismically active. DHF has earthquake prevention measures in place which include securing all tanks and equipment, adequate secondary containment and an evacuation plan should a major earthquake occur. DHF will not be undergoing any construction on or off site.

- ❖ Seismic-related ground failure, including liquefaction.

DHF is located on land at risk for liquefaction. See Figure 4. DHF has earthquake prevention measures in place which include securing all tanks and equipment, adequate secondary containment and an evacuation plan should a major earthquake occur. DHF will not be undergoing any construction on or off site.

- ❖ Landslides.
None

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces

- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF isn't located in an area where landslides occur.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- b. Result in substantial soil erosion or the loss of topsoil.

None.

Impact Analysis:

DHF will not be undergoing any construction on or off site.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- 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.

Yes. DHF is located in an area that is at risk for liquefaction.

Impact Analysis:

DHF has earthquake prevention measures in place which include securing all tanks and equipment, adequate secondary containment and an evacuation plan should a major earthquake occur. DHF will not be undergoing any construction on or off site. See Figure 4 at end of section.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

None.

Impact Analysis:

DHF is located on soils with expansive Alluvium deposits consisting of primary stream deposited gravel, sand, silt, and clay. There will be no construction on or off site.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 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 water.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF sends all of its waste water to an evaporator.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- f. Be located in an area containing naturally occurring asbestos (see also Air Quality, f.).

None.

Impact Analysis:

DHF is not located in an area with naturally occurring asbestos.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

References Used: 1, 2, 3, 6, 8, 9

Figure 4: Potential Liquefaction Risk



Areas in green are subject to potential liquefaction risk.

7. Hazards and Hazardous Materials

Project Activities Likely to Create an Impact:

None.

Description of Baseline Environmental Conditions:

DHF is a precious metal recycling facility. The metal recovery process starts with weighing and inspections to make sure that the type of metal is one that the facility accepts. If the metal is accepted, it is melted in a gas furnace to remove its moisture and then grinded with ball mills into powder. The metal will be then mixed with borax and then placed in different sized gas furnaces depending on the amount of metal received. The borax helps the metal melt. When the metal melts, a sample will be taken and then analyzed to find the content of the different metals present. The borax will go to the bottom of the container or crucible and the precious metal will go to the top. The precious metal is shipped to the off-site facility. The heated borax is called slag and is pulverized, screened, blended and then sampled and then sent to an off-site facility.

All waste water is sent to an evaporator and the left over solid waste in the evaporator is roasted, pulverized, screened, blended, sampled and then sent to an offsite facility.

In the 1997 permit, DHF was permitted to store up to 99,000 pounds of waste and treat up to 9,999 pounds of waste a month. In their current application, DHF will store up to 500,000 gallons of waste and treat up to 46725 total equivalent gallons of waste a month.

Since the last permit, the treatment capacity and process have not changed. However, in the last 10 years, DHF has had 3 modifications which are discussed below.

September 15, 1999 Class 1* Modification

The Department of Toxic Substances Control (DTSC) approved this modification to allow DHFell to store and treat 220 gallons of liquid silver hazardous waste. DHFell previously was only permitted to store silver containing solid hazardous waste. This 220 gallons of liquid silver hazardous waste is approximately 99.5% water and 0.5% silver chips and will be part of Waste Stream J Silver Chips. The additional storage capacity for the facility with the 220 gallons results in a 2.5% capacity increase. The waste will be stored in Department of Transportation (DOT) approved containers in a dedicated storage area. A Notice of Exemption (NOE) was done for this modification. This modification does not result in a change in facility operations or processing capacity. Currently, DHFell stores silver liquid hazardous waste in storage area S-9. The monthly estimated quantity of this waste according to the DHFell permit renewal application is only 1 55-gallon drum. The majority of the silver hazardous waste received by DHFell is solid.

November 7, 2002 Two Class 2 Permit Modifications

Item #1

The capacity of Storage Area S-7 was increased from 500 gallons or 10 55-gallon drums to 1100 gallons or 20 55-gallon drums. Storage Area S-7 is a security vault used to store the most valuable precious metals. In order to increase the capacity of the vault, more shelves were built into the vault.

Item #2

The second modification allowed DHF to drop certain baghouse requirements, replacing the testing requirements with restrictions provided by the South Coast Air Quality Control District (SCAQMD). These restrictions are specified in Rule 1407 Compliance Plan and Alternative Emission Control Measure, approved by the District on October 24, 2000. DHF installed polytetrafluoroethylene (PTFE) membrane filters and High Efficiency Particulate Air (HEPA) filters, pressure differential gauges, flow meters, and broken bag detectors. There is nothing more that the facility can technologically do to reduce particulate emissions.

Neither of these modifications changed the manufacturing process or processing capacity of the facility.

Analysis as to whether or not project activities would:

- a. Create a significant hazard to the public or the environment throughout the routine transport, use or disposal of hazardous materials.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture

- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF has a contingency plan in place in case of spills, earthquakes, fire, flood, gas leakage, and evacuation procedures. The facility also has adequate secondary containment for the 2 55-gallon drums of hazardous it stores onsite. The majority of the off-site waste treated is solid waste. All treated off-site waste is sent to a permitted treatment storage and disposal facility (TSDF). All waste water is sent to the evaporator and all dust to the baghouses which are equipped with recent technology to prevent hazardous particles escaping to the air.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- 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.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF has a contingency plan in place in case of spills, earthquakes, fire, flood, gas leakage, and evacuation procedures. The facility also has adequate secondary containment for the 2 55-gallon drums of hazardous it stores onsite. The majority of the off-site waste treated is solid waste. All treated off-site waste is sent to a permitted treatment storage and disposal facility (TSDF). All waste water is sent to the evaporator and all dust to the baghouses which are equipped with recent technology to prevent hazardous particles escaping to the air.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

There are no schools within 0.25 miles of the facility. There are 3 schools approximately 1.5 miles away from the facility, Rosewood Park Elementary School, B & R Nursing School, and Los Angeles Unified School.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated

- Less Than Significant Impact
- No Impact

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to public or the environment.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is not included on a list of hazardous material sites compiled by the government.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

e. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

Nothing in the DHF daily operation will affect the implementation of their contingency plan.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

References Used: 1, 2, 3, 4, 10, 13

8. Hydrology and Water Quality

Project Activities Likely to Create an Impact:
None.

Description of Baseline Environmental Conditions:

The City of Bell is served by 5 water companies. The Southern California Water Company serves the majority of the Central City section of the City. The Maywood Mutual Water Company Number 3 serves customers in the northeastern section of Central City. Tract 349 Mutual Water Company serves customers in the southeaster section of Bell. Tract 18 Mutual Water Company serves customers in the southwestern section of the City of Bell. The California Water Service serves the Cheli Industrial Area of the City.

The City is located within the central section of the Downey Plain, and is underlain by the Central groundwater basin. Water bearing deposits under the Downey plain include unconsolidated and semi-consolidated marine and non-marine alluvial sediments, which yield significant amounts of groundwater. The Central Basin is bounded on the north by Elysian and Repetto Hills; on the northeast by the Merced and Puente Hills; on the east by the Los Angeles County line and on the southwest by the Newport-Inglewood fault along the Rosecrans, Dominguez, Signal and Bixby Ranch Hills.

Ground water resources in the Central Basin consists of a body of shallow, unconfined and semi-perched water in the upper part of the alluvial deposits; the principal body of fresh groundwater within the Recent and Pleistocene deposits; and salt water under the freshwater resources. These groundwater resources are found within Recent of Pleistocene age deposits for a maximum depth of 2,200 feet. Groundwater basins are recharged by surface and subsurface flows from the bordering hills and mountains; by downward percolation of waters from major streams; by direct percolation of rain and artificial recharge at spreading basins or injection wells. The discharge of the groundwater is through pumping for domestic use and flows to the ocean through sewers and drainage channels.

There is no potential for seiche or tsunami in Bell since no large surface water bodies are located nearby. The Federal Emergency Management Agency's (FEMA) National Flood Insurance Program designates the City of Bell within Zone X – which indicates minimal flooding potential.

The nearest body of water to the City of Bell is the Los Angeles River, which crosses the City. The U.S. Army Corps of Engineers and the Los Angeles County Flood Control District has recently determined the storm waters during a 100 year flood may impact adjacent areas to the rivers. River channel improvements plans are being implemented by the Los Angeles County Flood Control District to address this deficiency.

Large areas downstream of the Hansen and Sepulveda Dams, including the City of Bell, are at risk of inundation in the event of a dam failure. The flood hazards associated with dam failure will affect most areas south of the dams.

In addition, the Cheli Industrial Area is within the inundation area of the Garvey Reservoir in Monterey Park. The Garvey Reservoir is located 2 miles southeast of the intersection of Garfield Avenue and Graves Avenue. Emergency response and evacuation plans for the affected areas have been established by the County Sheriff's Department and the U.S. Corps of Engineers, to facilitate emergency operations in the event of dam failure or river overflow.

Analysis as to whether or not project activities would:

- a. Violate any water quality standards or waste discharge requirements.
None

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF sends all its waste water to an evaporator.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficient in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will not be undergoing any construction on or off-site. All waste water in the facility is sent to an evaporator. None of the daily activities involve pumping groundwater.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site.

None.

Impact Analysis:

DHF sends all waste water to an evaporator and has adequate secondary containment for the liquid waste it stores.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site.

None.

Impact Analysis:

DHF will not be constructing anything on or off-site. All wastewater is sent to an evaporator. The facility has adequate secondary containment.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF sends all wastewater to an evaporator. There has been no increase in treatment capacity of the facility since the last permit was issued. There is adequate secondary containment at the site.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- f. Otherwise substantially degrade water quality.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

All waste water is sent to an evaporator.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- g. Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is not located on a 100-year flood plain.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- h. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF isn't located near any dams or levees. The facility has adequate secondary containment and sends all waste water to an evaporator.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- i. Inundation by sieche, tsunami or mudflow.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF isn't located on land that would have these risks.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

References Used: 1, 2, 3, 13

9. Land Use and Planning

Project Activities Likely to Create an Impact:

None.

Description of Baseline Environmental Conditions:

The City of Bell consists of two distinct areas connected by the Los Angeles River and the Long Beach Freeway (I-710). The southern portion of the City is commonly known as the "Central City" and contains the residential and supporting commercial areas. The Central City is generally bounded by Randolph Street on the north, Florence Avenue on the south, the I-710 freeway on the east and Bissell Street on the west.

The northern section of the City is developed exclusively with industrial uses and is known as the Cheli Industrial Area. This portion of the City is bounded by East 26th Street on the north, Mansfield Way on the south and the Los Angeles River and Atlantic Avenue on the west and Eastern Avenue on the east.

The Land Use Plan for the City of Bell consists of six categories of land use.

Residential, Low Density: The maximum development density is 8.71 dwelling units per acre. The consistent zone district is R-1 zone. The population density for this land use designation is 35 persons per acre.

Residential, Medium Density: The maximum development density is 21.78 units per acre. The consistent zone districts include, R-1, R-2, R-3 and C-3R zones. The population density corresponding to this land designation is 87 persons per acre.

Commercial: Land uses within this category are characterized by office, retailing, service and automotive uses. Consistent zone districts include C-1, C-2, C-3 and C-3R zones.

Industrial: Uses within this land use designation are characterized by manufacturing and processing, warehousing and distribution, wholesaling and retailing, and office uses. Consistent zone districts include the C-3, CM, M and T zones.

Open Space: Open spaces uses include parks, recreational facilities and other public facilities. This category of land use is permitted within any zone district of the city.

Institutional: This land use designation includes public and quasi-public uses with the City of Bell and include the civic center, public and private schools, etc. These land uses are permitted in all zone districts.

Hazardous waste facilities as described and defined in Section 25100 et, seq, if the Health and Safety Code, may be permitted under the current City code on CM and M zoned lots though these uses are subject to Conditional Use Permit approval and provided that such a facility will not adversely affect the residents of the City, nor interfere with the uses permitted on the surrounding and adjacent land uses.

DHF is located in the Cheli Industrial Area on land zoned M. Union Pacific Railroad which runs parallel to Randolph Street is located about 1 mile south of the facility and the Metrolink Railroad is located approximately 1/3 mile North of the facility.

Table 3: Distribution of Existing Land Use

| Land Use | Acres | % of City |
|-----------------|-------|-----------|
| Single family | 65 | 4 |
| Multiple family | 545 | 30 |
| Commercial | 148 | 8 |
| Industrial | 390 | 22 |
| Vacant | 48 | 3 |
| Streets | 289 | 16.1 |
| I-710 Freeway | 125 | 7 |
| L.A. River | 186 | 10.4 |
| Total | 1796 | 100 |

Source: Blodgett/Baylosis Associates, 1996

Table 4: Existing City of Bell Zoning

| Zone | Allowable Uses* | Minimum Lot Area | Maximum Height |
|------|---|--------------------------------------|----------------|
| R-1 | Single Family Home, mobile home, second unit | 5000 sq. ft. | 15' |
| R-2 | R-1 uses, duplex, condominiums | 5000 sq. ft. | 30' |
| R-3 | R-1 and R-2 uses, multiple dwelling units | 7200 sq. ft. 1 unit/ 2300 sq. ft. | 30' |
| C-1 | Retail stores, banks, drug stores, offices, restaurants | 5000 sq. ft. | 70' |
| C-2 | C-1 uses, clinics, theaters, gyms, laboratories | 5000 sq. ft. | 70' |
| C-3R | C-1 and C-2 uses, equipment rental and sales, lumber yards, printers, repair shops, auto/trailer sales; residential uses* | 5000 sq. ft. | 70' |
| C-3 | C-1 and C-2 uses, equipment rental and sales, lumber yards, printers, repair shops, auto-trailer sales | 5000 sq. ft. | 70' |
| CM | C-1, C-2 and C-3 uses, manufacturing uses, warehouses | 5000 sq. ft. | 150' |
| M | C-3 uses, equipment yard, distribution plants, mills, manufacturing uses, machine shops | 5000 sq. ft. | 70' |
| T | R, C, or M uses | | |

1. Please refer to the Zone Code for specific uses and other allowable uses.
2. 50% lot coverage and 330 sq. ft. OS per unit
New housing units require a Conditional Use Permit
Source: Bell Zoning Code, 1993

Analysis as to whether or not project activities would:

- a. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is on land zoned "M" for manufacturing. The area immediately surrounding the facility is also zoned "M" for manufacturing. See Figure 4 at the end of the section.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- b. Conflict with any applicable habitat conservation plan or natural community conservation plan.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture

- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

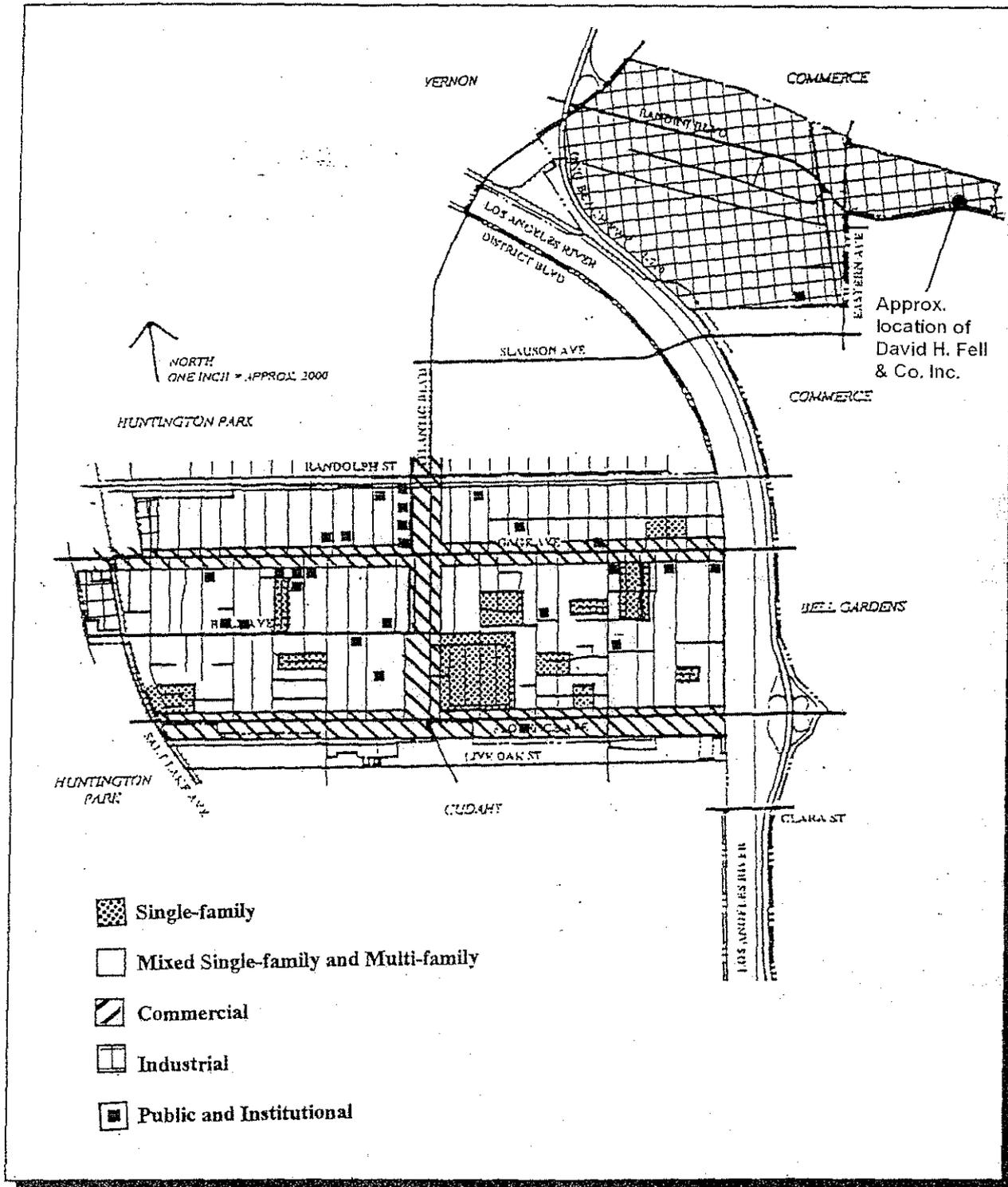
Impact Analysis:

DHF will not be undergoing any construction.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

Figure 5: Land Use



References Used: 1, 2, 3, 13

10. Mineral Resources

Project Activities Likely to Create an Impact:
None.

Description of Baseline Environmental Conditions:

A portion of the Bandini oil field underlies the Cheli Industrial area of the City of Bell. Records on oil production from the Bandini oil field show that there are 14 wells with an annual production of 45,600 barrels or 0.12% of the oil production in southern California region in 1995. The remaining reserves in the Bandini oil field are estimated at 100 million barrels as of December 1994. The wells tapping the Bandini oil field are not located within the City of Bell, but are in adjacent cities. There are no active oil wells within the City and the exploratory wells at the Cheli Industrial area where DHF is located have long since been abandoned and plugged.

The City is not located within a Significant Mineral Aggregate Resource Area nor is it located in an area with active mineral extraction activities. There are a number of abandoned and capped wells within the City. A total of 106 wells are in the area included within the City's boundaries. The closure of these wells must conform to State Department of Conservation requirements should any abandoned wells be encountered as part of future development. These wells are presently closed and/or abandoned.

Analysis as to whether or not project activities would:

- 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.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is on land zoned "M" for manufacturing. There are no known mineral deposits at the DHF site.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- 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.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is on land zoned "M" for manufacturing. There are no known mineral deposits at the DHF site.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

References Used: 1, 2, 3, 11, 13

11. Noise

Project Activities Likely to Create an Impact:
None.

Description of Baseline Environmental Conditions:

Overview of the Noise Environment in the City of Commerce

The sources of noise in Commerce fall into four basic categories. These include freeways, both the Long Beach and the Santa Ana; major and minor arterial roadways; numerous railroad lines and switching areas; and stationary sources. Each of these sources and their impacts on the noise environment of Commerce are summarized in the following paragraphs.

- **Freeways.** The Long Beach Freeway traverses the westerly portion of the City in the north/south direction. The freeway is generally elevated with respect to the adjacent areas. Most of the development along the freeway is commercial. However, there are a few residential areas adjacent to the freeway that are affected by freeway noise. The Long Beach Freeway is elevated at least twenty feet above these areas and no walls exist at the present time. The Santa Ana Freeway crosses through the heart of the City from the southeast to northwest boundaries and is not elevated with respect to adjacent areas. There are residential neighborhoods and other noise sensitive land uses adjacent to the Santa Ana Freeway. For the majority of these areas sound walls have been constructed.

- **Traffic Noise.** Traffic noise on surface streets, especially from large trucks, is a significant source of noise within the community. The major east-west roadways in the City include: Olympic Boulevard, Washington Boulevard, Bandini Boulevard and Slauson Avenue. The major north-south roadways in the City include: Atlantic Boulevard, Eastern Avenue, Telegraph Road and Garfield Avenue. Noise levels along roadways are affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of truck traffic, vehicle speeds, and the gradient of the roadway.

- **Railroads.** The City of Commerce has a number of main railroad and spur lines. Major lines located in the City include the BN&SF Railroad, the Los Angeles Junction Railroad Company, Southern Pacific Railroad Company and the Union Pacific Railroad Company. The majority of the traffic consists of freight trains performing switcher operations. The Metrolink, Amtrak, and freight trains use the BN&SF line. A Metrolink commuter line is located in the northern portion of the City, south of Ferguson Drive. In addition, there is a railroad-switching yard located at the northwest boundary of the City. Railroad operations are a major source of noise within the City, and in some areas residences along the railroad line experience noise levels in excess of 65 CNEL.

- **Stationary Sources.** The City of Commerce has a large number of stationary noise sources located throughout the City. The primary noises associated with industrial and commercial operations include industrial machinery, compressors, generators, and outdoor public address systems.

Characteristics of Sound

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used units for measuring the level of sound is the decibel (dB), Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL). The predominant sound level criteria in use in California at the present time utilizes the Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL). The Leq is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction that corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 one-hour Leq measurements. The average noise levels for the late evening and early morning hours (the period between 10:00 PM and 7:00 AM are weighted 10 decibels. The rationale for this adjustment is to take into consideration a person's increased sensitivity to noise during the late evening and early morning periods. Noise associated with daytime activities are typically a greater nuisance during the late evening and early morning periods. A decibel is a unit used for measuring the intensity of sound. Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. Intermittent or occasional noise such as those associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the CNEL scale. To account for intermittent noise, another method to characterize noise is the percent noise level (L%). The percent noise level is the level exceeded a given percentage of the time during the measurement period. Noise ordinances are typically specified in terms of the percent noise levels. Ordinances are designed to protect people from non— transportation related noise sources such as music, machinery and vehicular traffic on private property. Noise ordinances typically do not apply to motor vehicle noise on public streets or other transportation related noise sources since their regulation is preempted by the State or Federal government.

Noise and Land Use Compatibility

Noise/Land use guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration (FHWA), the State of California, and the Department of Housing and Urban Development (HUD). In March 1974, the EPA published "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74- 004). This report indicates that 55 dBA is the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. The EPA "levels document" does not constitute a standard, specification or regulation, but identifies safe bevels of environmental noise exposure without consideration for economic cost for achieving these levels. The Federal Highway Administration (FHWA) has adopted and published noise abatement criteria for highway construction projects. The FHWA noise abatement criterion established an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

Finally, the State of California requires every City and county to adopt noise elements as part of their General Plans. Such noise elements must contain a noise/land use compatibility guidelines. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan," prepared by the Office of Noise Control, California Department of Health. The Health and Safety Element of the draft General Plan contains noise exposure standards for various categories of land use. The standards contained in the draft General Plan mirror those land use compatibility standards outlined by the State of California.

Noise Measurement Survey

The noise environment in Commerce was determined through noise measurement surveys and the use of a computerized traffic noise prediction model. The noise environment is presented in terms of lines of noise contours. Ten sites were selected for measurement of the noise environment in Commerce. The measurement results are noted in Table 3. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use. Each site was monitored for a minimum of 15 minutes. Percent Noise Levels were used to characterize ambient noise. Noise levels are expressed using percentages where the L90 is the noise level exceeded 90% of the time, L50 is the level exceeded 50%, and L10 is the level exceeded 10% of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels. The noise levels shown in the Table 3 underscore the City's relatively high ambient noise levels. For most areas surveyed, the ambient noise levels anges from 65dB to 71dB

Table 5: Existing Noise Levels

| Existing Noise Measurements | | | | |
|-----------------------------|--------------------------------------|-----------------|-----------------|-----------------|
| Location | Description of Dominant Noise Source | L ¹⁰ | L ⁵⁰ | L ⁹⁰ |
| 1. | Traffic on Whittier Boulevard | 68 | 62 | 77 |
| 2. | Freeway traffic on Santa Ana Freeway | 78 | 70 | 65 |
| 3. | Traffic on Washington | 63 | 75 | 71 |
| 4. | Railroad Yard, Traffic on Washington | 71 | 68 | 63 |
| 5. | Freeway Traffic Santa Ana Freeway | 75 | 71 | 67 |
| 6. | Freeway Traffic | 60 | 74 | 71 |
| 7. | Traffic | 76 | 68 | 63 |
| 8. | Truck Traffic, Freeway Traffic | 73 | 65 | 61 |
| 9. | Rail yard | 81 | 76 | 71 |
| 10. | Truck Traffic | 75 | 70 | 68 |

Source: Blodgett/Bayiosis Associates, Noise Survey, 2001.

Traffic Noise Computer Modeling

The traffic noise levels projected in the Noise Element were computed using the Highway Noise Model published by the FHWA ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute the Leq noise level. The resulting information provided by the computer model is the distance of the 60 CNEL, 65 CNEL, and the 70 CNEL noise contours from the roadways centerline. Noise levels are depicted using noise contours that indicate points of equal noise levels a specific distance from a roadway's centerline.

Existing traffic noise levels for eleven roadway segments in the City are summarized in Table 4. The table indicates the distance of specific noise contours from the roadway's centerline. In addition, the noise levels 50-feet from the roadway's centerline are indicated. As indicated in the Table 4, the existing traffic noise levels are relatively high due to the large number of trucks using these roadways.

Table 6. Existing Roadway Noise Levels

| Existing Roadway Noise Levels | | | | |
|-------------------------------|---|---------|---------|---------------------------|
| Roadway Segment | Distance from Roadway Centerline to CNEL (in feet)* | | | CNEL@ 50' from Centerline |
| | 70 CNEL | 65 CNEL | 60 CNEL | |
| Long Beach Freeway | 115 | 558 | 2,350 | 72.1 |
| Santa Ana Freeway | 129 | 721 | 3,175 | 76.7 |
| Atlantic Avenue | 71 | 198 | 379 | 69.1 |
| Bandini Boulevard | 53 | 88 | 111 | 67.3 |
| Eastern Avenue | 49 | 72 | 108 | 67.9 |
| Garfield Avenue | 51 | 93 | 110 | 67.9 |
| Olympic Boulevard | 45 | 69 | 98 | 66.3 |
| Slauson Avenue | 57 | 75 | 84 | 65.7 |
| Telegraph Road | 77 | 89 | 1,113 | 67.6 |
| Washington Boulevard | 80 | 88 | 111 | 67.7 |
| Whittier Boulevard | 55 | 68 | 72 | 67.2 |

Note: the FHWA model does not consider any obstructions to the noise path. Traffic noise levels for receptors within 50 feet of the roadway centerline would require a site specific analysis to determine the CNEL values. The noise contours are depicted in the Health and Safety Element.

* Ambient traffic noise is greater than shown because of the proximity of the Santa Ana Freeway. Telegraph Road is located adjacent to the Freeway. The noise model does not take into account the cumulative effects traffic on both Telegraph Road and the Freeway.

Source: Blodgett/Baylosis Associates, 2001

Analysis as to whether or not project activities would:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is located on Bandini Blvd. which, according to Table 4 experiences a lot of noise from truck traffic. There are no schools, hospitals, day care centers or other sensitive establishment near the facility. There is a Church of Scientology next to the facility but DHF only operates Monday through Friday, so their manufacturing operations will not disturb the Church services. Over the past 10 years since the permit was issued, the DHF truck traffic will not have increased the noise level on Bandini Blvd. by any significant amount. There will be no construction on or off-site.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

b. Exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels. None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

The daily operation activities of DHF do not involve any groundbourne vibration or groundbourne noise levels.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

c. A substantial permanent increase in ambient noise levels in the vicinity above levels existing without the project. None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF conducts all activities in a warehouse. The facility is located on land zoned, "M" and is surrounded by industrial facilities. The daily operations of DHF will not cause any permanent increase in ambient noise levels in the vicinity. Most of the noise in the area comes from the constant truck traffic on Bandini Blvd.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF's daily operation will not cause any temporary increase in ambient noise levels. The facility will not be undergoing any construction.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

References Used: 1, 2, 3

12. Population and Housing

Project Activities Likely to Create an Impact:
None.

Description of Baseline Environmental Conditions:

The population estimate for the City of Bell for 2006 is 37,332 people.

Table 7 2002 City of Bell Economic Outlook

| 2002 NAICS code | 2002 NAICS sector | Number of establishments | Sales, shipments, receipts (\$1,000) | Annual payroll (\$1,000) | Number of employees |
|-----------------|---|--------------------------|--------------------------------------|--------------------------|---------------------|
| 31-33 | Manufacturing | 29 | 206,784 | 32,835 | 906 |
| 42 | Wholesale trade | 54 | 313,577 | 19,840 | 752 |
| 44-45 | Retail trade | 69 | 187,574 | 21,338 | 623 |
| 51 | Information | 4 | N | D | b |
| 53 | Real estate & rental & leasing | 15 | 20,397 | 4,560 | 112 |
| 54 | Professional, scientific, & technical services | 9 | D | D | c |
| 56 | Administrative & support & waste management & remediation service | 13 | 19,927 | 11,362 | 722 |
| 61 | Educational services | 2 | D | D | b |
| 62 | Health care & social assistance | 28 | 17,181 | 6,556 | 262 |
| 72 | Accommodation & food services | 48 | 31,020 | 7,403 | 609 |
| 81 | Other services (except public administration) | 42 | 14,611 | 3,321 | 169 |

Analysis as to whether or not project activities would:

- a. Induce substantial population growth in area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will not be undergoing any construction. The facility has not expanded it's treatment capacity.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will no be going under any sort of expansive construction.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will not be undergoing any construction.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

References Used: 1, 2, 3, 5, 12

13. Public Services

Project Activities Likely to Create an Impact:

None.

Description of Baseline Environmental Conditions:

Police protection and law enforcement services are provided by the City of Bell Police Department. Fire protection and emergency services are provided by the Los Angeles County Fire Department. Fire stations are located in the City of Bell and the surrounding area to meet the demand for fire protection in the area. The County Fire Station No. 163 is located at the Civic Center of Bell and provides first response to the Central City. Fire Station No. 27 on Rickenbracker Road in Commerce serves the Cheli Industrial area.

There are no acute care hospital facilities in the City. The nearest full-care hospitals are the Beverly Hospital in Montebello, located at 309 West Beverly Boulevard, the Rio Hondo Hospital at 8300 Telegraph Road in Downey, and the Los Angeles Community Hospital at 4081 East Olympic Boulevard in Los Angeles. These hospitals are private facilities. The U.S.C. County Medical Center is located approximately five miles northwest of Bell.

Analysis as to whether or not project activities would:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 following public services:
None for all.
 - ❖ Fire protection : Station No. 27 – 1.1 miles from DHF. No effect. DHF will not be undergoing any construction.
 - ❖ Police protection: 3.6 miles from DHF. No effect. DHF will not be undergoing any construction.
 - ❖ Schools: There are 3 schools approximately 1.5 miles away from the facility, Rosewood Park Elementary School, B & R Nursing School, and Los Angeles Unified School. No effect. DHF will not be undergoing any construction.
 - ❖ Parks: There is a park area 1.5 miles from DHF. DHF is only in operation Monday through Friday from 8am – 4:30pm and all operations are done in a warehouse thus will have no affect on the near by park. DHF will not be undergoing any construction.
 - ❖ Other public facilities: Nearest hospital is Rio Hondo Hospital which is 3.3 miles from DHF. No effect. DHF will not be undergoing any construction.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

See Above

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

References Used: 1, 2, 3, 4, 13

14. Recreation

Project Activities Likely to Create an Impact:

None.

Description of Baseline Environmental Conditions:

The City of Bell's Parks and Recreation Department Offers recreational and sports programs and activities for residents, which include art, dance, exercise, crafts and cooking classes, social activities and sports leagues. Los Angeles Unified School District (LAUSD) schools also have sports facilities that are available for use by the public. Aside from public City parks and schools, a few private recreational facilities are also found at local churches, gyms and other centers in the City. A passive rest area, with benches, is provided at the intersection of Otis and Gage Avenues. A picnic rest area is also provided adjacent to the library where the Bell Mansion is located.

The nearest regional park to the City is the Whittier Narrows Recreational Area, located approximately 9 miles northeast of the City of Bell. The park covers approximately 1,092.21 acres of park and 206 acres are developed with a golf course. This regional facility provides picnic facilities, campgrounds, gold course, equestrian area, fishing and boating areas, riding and hiking trails, trap and skeet range, and a wildlife sanctuary.

The nearest park to DHF is Rosewood Park located on 5600 Harbor Street in the City of Commerce. It is approximately 1.5 miles from the facility.

Analysis as to whether or not project activities would:

- a. 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.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

The nearest park to DHF is Rosewood Park which is 1.5 miles away. All of DHF's treatment operations happen inside a building. The facility is only in operation Monday through Friday from 8am – 4:30pm so therefore would not hinder the park's peak usage hours on the weekends and evenings. The facility will not be undergoing any construction.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- b. Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will be undergoing no construction.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

References Used: 1, 2, 3, 4, 13

15. Transportation and Traffic

Project Activities Likely to Create an Impact:
None.

Description of Baseline Environmental Conditions:

Existing Roadway System

Two freeways provide the City of Commerce with direct access to the regional system of Interstate and State freeways. The two freeways, the Santa Ana Freeway and the Long Beach Freeway, meet at an interchange in the extreme northwestern portion of the City.

- The Santa Ana Freeway (Interstate 5) traverses the City from the northwest to the southeast. Within the City, access is provided by ramps at Eastern Avenue, Washington Boulevard, Garfield Avenue and Slauson Avenue. The average daily traffic (ADT) volumes on this freeway between Slauson and Washington are 208,000 vehicles, and the volumes between Washington and Atlantic are 178,000 vehicles.
- The Long Beach Freeway (Interstate 710) traverses the westernmost section of the City. Direct access to the Long Beach Freeway is provided by ramps at Washington Boulevard and Atlantic Boulevard. Traffic (ADT) volumes on this freeway are approximately 176,000 vehicles.
- Atlantic Boulevard is a four-lane roadway generally separated by a raised landscaped median that traverses the City in a northwest/southeast orientation. This roadway serves as a major arterial in the City and provides connections to both the Long Beach Freeway and the Santa Ana Freeway. All major intersections are signalized, and provide exclusive left turn lanes. The speed limit on Atlantic Avenue is posted at 35 mph and parking is allowed on both sides of the street. Atlantic Boulevard is currently handling approximately 28,500 vehicles on a daily basis.
- Bandini Boulevard, oriented in a northeast/southwest direction, is a four-lane roadway located in the southern portion of the City. This roadway serves the City as a secondary street and provides access to the City's industrial district in the southerly portion of the City. All major intersections are signalized, and provide left turn lanes. The speed limit is posted at 0 mph and parking is generally allowed on both sides of the street. Bandini Boulevard is currently handling approximately 20,300 vehicles daily.
- Eastern Avenue is a four lane major arterial orientated in a north/south direction. A raised landscaped median separates the traffic flows at most locations. The street mainly serves commercial/industrial developments. All major intersections are signalized, and provide exclusive left turn lanes. Parking is allowed on both sides of the street. The speed limit on Eastern Avenue is posted at 40 mph. Eastern Avenue is currently handling approximately 25,200 vehicles on a daily basis.
- Garfield Avenue is a north-south major arterial providing four lanes in each direction of travel generally separated by a raised landscaped median. A 2-way left turn median lane exists at most locations where access to major developments is needed. All major intersections are signalized and provide left turn pocket lanes. Parking is allowed on both sides of the street. The speed limit on Garfield Avenue is posted at 40 mph. Garfield Avenue is currently handling approximately 40,300 vehicles on a daily basis.
- Olympic Boulevard is an east-west major arterial providing two lanes in each direction of travel at most locations, which is generally separated by a double yellow line. All major intersections are signalized, and provide exclusive left turn lanes. Parking is generally allowed on both sides of the street. The roadway serves the industrial uses located in the northern portion of the City. The posted speed limit is 35 mph. Olympic Boulevard is currently handling approximately 25,100 vehicles on a daily basis.
- Slauson Avenue is an east/west major arterial providing four lanes in each direction of travel at most locations, which is generally separated by a raised landscaped median. All major intersections are signalized, and provide exclusive left turn lanes. The posted speed limit is 40 mph and parking is generally permitted on both sides of the street. Slauson Avenue is currently handling approximately 33,400 vehicles on a daily basis.
- Telegraph Road is a four-lane major arterial roadway, which is generally separated by a double yellow line. The roadway traverses the City in a northwest/southeast orientation that generally parallels the Santa Ana Freeway and provides access to both the Long Beach Freeway and the Santa Ana Freeway. A 2-way left turn lane exists at most locations where access to major developments is needed. The posted speed limit is 35 mph and on-street parking is generally not allowed in the vicinity of larger developments. Telegraph Road is currently handling approximately 37,800 vehicles on a daily basis.

• Washington Boulevard is a four-lane major arterial roadway oriented in a northwest/southeast direction. All major intersections are signalized, and provide exclusive left turn lanes, and a 2-way left turn lane exist at most locations where access to major developments is needed. Connections to the northbound lanes of the I-5 Freeway are provided just south of Telegraph Road. The posted speed limit is 40 mph and parking is generally allowed on the street. Washington Boulevard is currently handling approximately 43,400 vehicles on a daily basis.

• Whittier Boulevard is an east-west major arterial road providing two lanes in each direction of travel at most locations, which is generally separated by a double yellow line. All major intersections are signalized, and provide exclusive left turn lanes, and a 2-way left turn lane exist at most locations where access to major developments is needed. The posted speed limit is 35 mph and parking is generally not allowed on either side of the street. Current volumes on Whittier Boulevard are 22,000 vehicles per day.

Levels of Service for Existing Roadways

A roadway's ability to handle current traffic loads may be described in terms of Level of Service, or LOS. The LOS relates directly to a road's volume to capacity ratio (v/c ratio). The v/c ratio is simply the ratio of a roadway's design capacity to the existing traffic volumes. For example, a road with a design capacity of 24,000 vehicles per day carrying 20,000 vehicles per day has an volume to capacity ratio of 0.83. Ratio ranges can be used to describe actual traffic operating conditions. A ratio of 0.83 corresponds to LOS D, which is characterized by unstable traffic flows. The level of service can be calculated if the design capacity for average daily traffic (in ADT) and the existing traffic volumes (in ADT) are known. This information was obtained from the County of Los Angeles Department of Public Works that provided both peak-hour and 24-hour volumes for selected roadway segments. The 24-hour traffic counts were substituted for ADT counts to calculate the existing level of service. The level of service calculation is determined by using the 24-hour vehicle volumes that, as discussed above, are overestimates. The impact of these inflated counts on determining level of service are offset when considering the fact that the larger trucks will significantly reduce operating LOS on any given roadway segment. A substantial portion of the City's system of major arterial roadways is operating at or near design capacity during peak hours. This is compounded by excessive peak hour volumes on all major roadways serving the City and the surrounding region. In addition, the region's freeway network in the vicinity of the City is handling peak-hour volumes that exceed their design capacity. Existing traffic volumes and volume to capacity ratios are summarized in Table 6.

Table 8: Existing Traffic Volumes and Volumes to Capacity Ratios

| Existing Traffic Volumes and Volumes to Capacity Ratios | | | | | | | | |
|---|----------------------|---------|---------|------|----------------------|---------|---------|------|
| Street Segment | Northbound/Eastbound | | | | Southbound/Westbound | | | |
| | ADT | AM Peak | PM Peak | V/C | ADT | AM Peak | PM Peak | V/C |
| Atlantic Blvd. | 13,826 | 1,162 | 1,022 | 0.73 | 14,708 | 927 | 1,090 | 0.68 |
| Bandini Blvd. | 12,170 | 764 | 1,184 | 0.99 | 8,121 | 775 | 573 | 0.65 |
| Commerce Way | 3,287 | 239 | 289 | 0.24 | 2,397 | 196 | 227 | 0.19 |
| Eastern Ave. | 12,428 | 1,026 | 1,055 | 0.66 | 12,803 | 879 | 1,223 | 0.77 |
| Ferguson Dr. | 3,299 | 174 | 445 | 0.74 | 2,809 | 365 | 182 | 0.61 |
| Gage Ave. | 9,256 | 698 | 739 | 0.62 | 7,600 | 557 | 664 | 0.55 |
| Garfield Ave. | 19,636 | 1,455 | 1,513 | 0.95 | 20,710 | 1,548 | 1,945 | 1.22 |
| Harbor St. | 1,731 | 159 | 164 | 0.27 | 1,598 | 134 | 126 | 0.22 |
| Olympic Blvd. | 12,621 | 692 | 1,395 | 0.87 | 12,496 | 1,184 | 819 | 0.74 |
| Slauson Ave. | 18,118 | 1,012 | 2,054 | 1.28 | 15,284 | 1,615 | 1,258 | 1.01 |
| Telegraph Rd. | 13,527 | 852 | 1,257 | 0.79 | 19,989 | 1,387 | 1,370 | 0.87 |
| Washington Blvd. | 19,381 | 1,230 | 1,676 | 1.05 | 18,932 | 2,515 | 1,318 | 1.57 |

Source: Kumar Consulting Services, Inc. 2001

Truck Traffic

The Gateway Cities recently completed a trucking study that indicated truck traffic from the Ports of Los Angeles and Long Beach would grow from approximately 22,000 trips per day in 1996 to between 30,000 and 35,000 trips per day by the Year 2020, and that truck traffic on surface streets is expected to grow by at least 1% per year. The rate of increase would be higher on freeways, particularly the I-710 (Long Beach) Freeway. The purpose of identifying specific arterial streets in the truck route system is to eliminate truck traffic from local streets in the vicinity of residential areas. According to the Study, City of Commerce had a truck population of 2,500 vehicles in the Year 1996, generating annual revenue of approximately \$161 million, and employing 1,772 persons. Truckload carriers generate 1.34 employees/vehicle, while other non-carriers generate 2.16 employees/vehicle. On Washington Boulevard, between Atlantic Boulevard and Eastern Avenue, trucks constituted 16% of all vehicles, during the evening peak hours of 3 P.M. to 5 P.M., of which over half (8.2%) were large trucks (tractor-trailer combination). On the I-710 Freeway, and the I-5 Freeway, trucks account for approximately 6% and 4% of all daily traffic, respectively. The level of truck traffic is fairly constant between 9:00 AM and 5:00 PM. The Gateway Cities Study classified the level of impact from trucks as "severe" on the following streets in the City of Commerce: Washington Boulevard, Atlantic Boulevard, Eastern Avenue, Bandini Boulevard, Slauson Avenue, Garfield Avenue, Telegraph Road, and Olympic Boulevard. Based on 1994 data, the study reported that of the 226 accidents reported on the City's 58.8 miles of arterial roadways, 73 accidents involved trucks. There were 1.2 accidents involving trucks per maintained mile of arterial roadway. City of Commerce was second among the Gateway Cities, behind the City of Vernon, in this accident statistic.

Pavement damage due to heavy vehicles is a function of traffic volume and axle loading. Pavement deterioration increases rapidly as axleloads increase. For example, the effects of a 20,000-pound axle-load are 50% greater than an 18,000-pound axle-load. In other words, 100 trucks with 20,000-pound axle-load would have the same effect on the pavement as 150 trucks with 18,000-pound axle-load. The following locations have been identified as Specific Truck-Related Problem Areas:

- I-710 Freeway On/Off Ramps:

The on-ramps are too short for trucks to accelerate to merge with freeway traffic. The southbound on-ramp from the Union Pacific and Burlington Northern Santa Fe rail yards on Washington Boulevard experience severe congestion during the peak traffic periods.

- Union Pacific and Burlington Northern Santa Fe Rail Yards:

Access to the Union Pacific rail yard is limited and often forces trucks to line up on Washington Boulevard. The queue of trucks often extends for more than half-a-mile. Additionally, the left-turn outside the Burlington Northern Santa Fe rail yard causes a severe backup of traffic on Washington Boulevard.

- Washington Boulevard Access to I-710 Freeway:

The location of the ramp-meter is not appropriate for trucks, and causes traffic to backup on the street system. The lane widths and the geometric design are also poor, relative to truck operations.

- I-5 Freeway Southbound Ramps at Washington Boulevard:

Significant truck traffic volumes, ramp metering, and turning movements, result in congestion at this location.

- I-5 Freeway Ramps at Slauson Avenue / Gage Avenue:

Due to the lack of a freeway-to-freeway interchange between northbound I-710 Freeway and southbound I-5 Freeway, trucks exit the I-710 Freeway at Florence Avenue, and travel east on Gage Avenue to the I-5 Southbound on-ramp at Slauson Avenue. This intersection is one of the most severely impacted locations within the City.

In addition to the truck traffic generated by the uses within the City of Commerce, significant additional truck traffic is generated in the surrounding cities, by the rail yards, and trucks transferring between freeways. This truck traffic also contributes to pavement deterioration.

Alternate Modes of Transportation

The numerous rail lines traversing the City connect industry within Commerce to the regional rail network. Three mainline railroad routes traverse Commerce in an east-to-west fashion. The Union Pacific Railroad operated a mainline that connects the Union Pacific Rail yard in the extreme northwestern portion of the City. The Burlington Northern and Santa Fe Railroad (BN&SF) operates a mainline that generally parallels Bandini Boulevard through the City providing a connection to the rail yard located in the eastern portion of Vernon. Finally, the Union Pacific Railroad operates a mainline that parallels Randolph Street in the southernmost portion of the City. In addition, railroad spurs serve many of the individual parcels in the industrial portions of the City.

Five airports were once located within the incorporated boundaries of the City, though all have long since been closed. A single heliport facility was previously located within the City at the northeast corner of the intersection of Eastern Avenue and Mansfield Way though it has since been closed. Commerce operates its own bus system within the incorporated limits of the City. In addition, the Metropolitan Transportation Authority (MTA) that connects the City with the surrounding region serves Commerce. The City's system currently operates five passenger buses and three excursion buses. The passenger buses operate seven days a week and are free of charge. The City-operated bus system connects with the Montebello Municipal Bus lines and the MTA routes. In addition, the Commerce Transportation Department also operates "Medi-Ride", which provides elderly and handicapped residents with transportation to medical appointments or other destinations. The MTA has several bus routes that pass through Commerce. Buses on these lines not only transport Commerce residents to surrounding cities and beyond, they also bring thousands of commuters into the City each workday. MTA lines serve the major employment centers in Commerce. The City of Commerce operates a fleet of 12 buses operates on five lines designated as Blue, Yellow, Red, Green, and Orange. In addition, the MTA operates twelve lines through the City of Commerce. The City of Montebello operates its line 70 on Garfield and Washington Avenues.

Two Metrolink commuter rail stations also serve the City. The Montebello/Commerce Metrolink station, located at Yates and Flotilla is on the line from Los Angeles Union Station to Downtown Riverside. The Commerce Station located on 26th Street at Telegraph Road is on the Orange County/Riverside line. Bus and shuttle services, as well as park-and-ride lots are available at these stations. Until recently, the Commerce Station also served as an Amtrak stop.

Analysis as to whether or not project activities would:

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is located on Bandini Blvd., a very busy street. Since the last permit, DHF's treatment capacity has not increased. The facility will no be undergoing any constructive expansion.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- b. Exceed, either individually or cumulatively, a level of service standard established by the country congestion management agency for designated roads or highway.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is surrounded by other industrial facilities. The truck traffic caused by DHF's business does not raise the level of service for Bandini Blvd.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

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

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will not be going under any construction. The daily operations of the facility do not increase road hazards.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- d. Result in inadequate emergency access.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will no be undergoing any construction. Daily operations at the facility will not hinder emergency access. The facility has a contingency plan that addresses all emergencies.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- e. Result in inadequate parking capacity.

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders.
- Melting to form the metal into bars

Impact Analysis:

DHF will not be undergoing any construction.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

- f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will not be undergoing any construction.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

References Used: 1, 2, 3

16. Utilities and Service Systems

Project Activities Likely to Create an Impact:

None.

Description of Baseline Environmental Conditions:

Natural gas service to the City of Bell is provided by the Southern California Gas (SCG) Company and electricity is provided by the Southern California Edison (SCE) Company. The SCG is the regional natural gas purveyor and also services Bell.

Electrical power service to the southern California region, including Bell, is provided by SCE. SCE maintains overhead and underground lines in the City.

Telephone service is provided by Pacific Telephone Company. Pacific Telephone provides local telephone service to Bell customers through above ground and underground telephone cables. Several long distance telephone companies are available to residents and commercial customers. Cable television in the City is provided by Insight Cablevision.

The Los Angeles County Sanitation District (LACSD) No. 1 and 2 provides sewer service to the City. The sewer lateral lines are owned and maintained by the City and the 3 trunk lines in the City are maintained by LACSD. Wastewater collected by the LACSD are conveyed to the Joint Water Pollution Control Plant at 24501 Figueroa Street in Carson.

Water services for the City of Bell are provided by 5 water companies: California Water Service, Maywood Mutual, Southern California Water Company, Tract 349 Mutual and Tract 180 Mutual.

Analysis as to whether or not project activities would:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF sends all of their wastewater to an evaporator.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF sends all their wastewater to an evaporator.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF sends all their wastewater to an evaporator. The facility will not be undergoing any construction.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF will be undergoing no expansion or construction. The facility sends all wastewater to an evaporator.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- e. Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF sends all wastewater to an evaporator.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact
- No Impact

- f. Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

The City of Commerce sends solid waste to the Puente Hills Landfill which is not expected to reach full capacity until 2013. All products produced by DHF are sent to offsite TSDFs.

Conclusion:

- Potentially Significant Impact
- Potentially Significant Unless Mitigated
- Less Than Significant Impact

No Impact

Comply with federal, state, and local statutes and regulations related to solid waste.
None.

DHF engages in the following regulated activities:

- Roasting/ Drying to rid the metals of moisture
- Ball Milling to grind the metal into smaller pieces
- Screening to sort out the large and small metal pieces
- Blending helps to sort out the fine metal powders
- Melting to form the metal into bars

Impact Analysis:

DHF is in compliance with solid waste regulations.

Conclusion:

- Potentially Significant Impact
 Potentially Significant Unless Mitigated
 Less Than Significant Impact
 No Impact

References Used: 1, 2, 3, 13

Mandatory Findings of Significance

Based on evidence provided in this Initial Study, DTSC makes the following findings:

- a. The project has does not have the potential to 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, 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.
- b. The project has does not have impacts that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- c. The project has does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Determination of Appropriate Environmental Document:

Based on evidence provided in this Initial Study, DTSC makes the following determination:

- The proposed project COULD NOT HAVE a significant effect on the environment. A **Negative Declaration** will be prepared.
- The proposed project COULD HAVE a significant effect on the environment. However, 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.
- The proposed project MAY HAVE a significant effect on the environment. An **Environmental Impact Report** is required.
- 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.

The proposed project COULD HAVE a significant effect on the environment. However, 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. Therefore, nothing further is required.

Certification:

I hereby certify that the statements furnished above and in the attached exhibits, present the data and information required for this initial study evaluation to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

//Original signed by//

7/25/08

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|----------------------|-------------------------------|----------------|
| <hr/> | | <hr/> |
| Preparer's Signature | | Date |
| Joanna Louie | Hazardous Substances Engineer | (510) 540-3957 |
| Preparer's Name | Preparer's Title | Phone # |

//Original signed by//

7/16/2008

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|--------------------------------------|--|----------------|
| <hr/> | | <hr/> |
| Permit Renewal Team Leader Signature | | Date |
| Ray Leclerc, P.E. | Permit Team Leader/ Senior Hazardous Substances Engineer | (916) 255-3582 |
| Permit Team Renewal Leader Name | Title | Phone # |

ATTACHEMENT A

REFERENCES

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ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/ofr_2000-019.pdf
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9. California Geological Survey – Seismic Hazards Zonation Program, <http://www.consrv.ca.gov/CGS/shzp/index.htm>
10. Department of Toxic Substances Control, Site Cleanup (Cortese List)
http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm
1. California Geological Survey – Mineral Resources,
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