

LOS ANGELES COUNTY
EAST LOS ANGELES
3RD STREET SPECIFIC PLAN
Draft Environmental Impact Report

SCH No. 2013071033
Project No. R2008-02449-(1)
Advance Planning Permit No. 200800012

Lead Agency:
Los Angeles County
320 West Temple Street
Los Angeles, California 90012

Prepared by:
Atkins
12301 Wilshire Boulevard, Suite 430
Los Angeles, California 90025

May 2014

Contents

<u>Chapter</u>	<u>Page</u>
Acronyms/Abbreviations	x
CHAPTER 1 Introduction.....	1-1
1.1 Purpose of an Environmental Impact Report.....	1-1
1.2 Scope of the EIR.....	1-3
1.2.1 Definition of the Environmental Baseline.....	1-4
1.2.2 Plan Comparison.....	1-4
1.3 Lead, Responsible, and Trustee Agencies.....	1-4
1.4 Environmental Review Process.....	1-5
1.5 Organization of the Draft EIR.....	1-6
CHAPTER 2 Summary.....	2-1
2.1 Purpose of the Summary.....	2-1
2.2 Introduction.....	2-1
2.3 Summary of Proposed Project.....	2-1
2.3.1 Proposed Land Use Changes.....	2-2
2.4 Public Actions and Approvals Required.....	2-3
2.5 Classification of Environmental Impacts.....	2-3
2.6 Areas of Controversy and Issues to Be Resolved.....	2-3
2.7 Summary of Project Alternatives.....	2-4
2.8 Summary of Environmental Impacts and Mitigation Measures.....	2-4
CHAPTER 3 Project Description.....	3-1
3.1 Project Location and Setting.....	3-1
3.1.1 Regional Context.....	3-1
3.1.2 Specific Plan Area.....	3-1
3.1.3 Existing East Los Angeles Community Plan Zoning Designations.....	3-9
3.1.4 Existing Surrounding Land Uses.....	3-10
3.2 Project Background.....	3-10
3.3 East Los Angeles Community Plan.....	3-11
3.4 Project Objectives.....	3-11
3.5 Project Characteristics.....	3-12
3.5.1 Proposed Land Use Changes.....	3-12
3.5.2 Development Code.....	3-18
3.6 Project Implementation.....	3-19
3.7 Intended Use of This EIR.....	3-19
3.8 Required Approvals and Actions.....	3-21
3.8.1 Agencies.....	3-21
3.9 Cumulative Development Scenario.....	3-21

CHAPTER 4 Environmental Impact Analysis..... 4-1

- 4.0 Introduction..... 4-1
 - 4.0.1 Environmental Topics 4-1
 - 4.0.2 Section Contents..... 4-1
 - 4.0.3 Classification of Environmental Impacts..... 4-2
- 4.1 Aesthetics 4.1-1
 - 4.1.1 Environmental Setting..... 4.1-1
 - 4.1.2 Regulatory Framework 4.1-4
 - 4.1.3 Impact Analysis and Mitigation Measures 4.1-6
 - 4.1.4 Cumulative Impacts 4.1-14
 - 4.1.5 References..... 4.1-15
- 4.2 Air Quality 4.2-1
 - 4.2.1 Environmental Setting..... 4.2-1
 - 4.2.2 Regulatory Framework 4.2-10
 - 4.2.3 Impact Analysis and Mitigation Measures 4.2-15
 - 4.2.4 Cumulative Impacts 4.2-28
 - 4.2.5 References..... 4.2-31
- 4.3 Biological Resources..... 4.3-1
 - 4.3.1 Environmental Setting..... 4.3-1
 - 4.3.2 Regulatory Framework 4.3-26
 - 4.3.3 Impact Analysis and Mitigation Measures 4.3-31
 - 4.3.4 Cumulative Impacts 4.3-36
 - 4.3.5 References..... 4.3-38
- 4.4 Cultural Resources 4.4-1
 - 4.4.1 Environmental Setting..... 4.4-1
 - 4.4.2 Regulatory Framework 4.4-9
 - 4.4.3 Impact Analysis and Mitigation Measures 4.4-14
 - 4.4.4 Cumulative Impacts 4.4-18
 - 4.4.5 References..... 4.4-19
- 4.5 Geology/Soils..... 4.5-1
 - 4.5.1 Environmental Setting..... 4.5-1
 - 4.5.2 Regulatory Framework 4.5-3
 - 4.5.3 Impact Analysis and Mitigation Measures 4.5-7
 - 4.5.4 Cumulative Impacts 4.5-14
 - 4.5.5 References..... 4.5-16
- 4.6 Greenhouse Gas Emissions 4.6-1
 - 4.6.1 Environmental Setting..... 4.6-1
 - 4.6.2 Regulatory Framework 4.6-6
 - 4.6.3 Impact Analysis and Mitigation Measures 4.6-14
 - 4.6.4 Cumulative Impacts 4.6-23
 - 4.6.5 References..... 4.6-23
- 4.7 Hazards/Hazardous Materials 4.7-1
 - 4.7.1 Environmental Setting..... 4.7-1
 - 4.7.2 Regulatory Framework 4.7-10
 - 4.7.3 Impact Analysis and Mitigation Measures 4.7-16
 - 4.7.4 Cumulative Impacts 4.7-28
 - 4.7.5 References..... 4.7-28

4.8 Hydrology/Water Quality 4.8-1

 4.8.1 Environmental Setting..... 4.8-1

 4.8.2 Regulatory Framework 4.8-3

 4.8.3 Impact Analysis and Mitigation Measures 4.8-9

 4.8.4 Cumulative Impacts 4.8-23

 4.8.5 References 4.8-24

4.9 Land Use/Planning 4.9-1

 4.9.1 Environmental Setting..... 4.9-1

 4.9.2 Regulatory Framework 4.9-4

 4.9.3 Impact Analysis and Mitigation Measures 4.9-11

 4.9.4 Cumulative Impacts 4.9-24

 4.9.5 References 4.9-25

4.10 Noise..... 4.10-1

 4.10.1 Environmental Setting..... 4.10-1

 4.10.2 Regulatory Framework 4.10-10

 4.10.3 Impact Analysis and Mitigation Measures 4.10-15

 4.10.4 Cumulative Impacts 4.10-32

 4.10.5 References 4.10-34

4.11 Population/Housing 4.11-1

 4.11.1 Environmental Setting..... 4.11-1

 4.11.2 Regulatory Framework 4.11-3

 4.11.3 Impact Analysis and Mitigation Measures 4.11-6

 4.11.4 Cumulative Impacts 4.11-9

 4.11.5 References 4.11-10

4.12 Public Services..... 4.12-1

 Fire Protection and Emergency Response 4.12-1

 4.12.1 Environmental Setting..... 4.12-1

 4.12.2 Regulatory Framework 4.12-5

 4.12.3 Impact Analysis and Mitigation Measures 4.12-6

 4.12.4 Cumulative Impacts 4.12-7

 4.12.5 References 4.12-8

 Police Protection 4.12-8

 4.12.6 Environmental Setting..... 4.12-8

 4.12.7 Regulatory Framework 4.12-9

 4.12.8 Impact Analysis and Mitigation Measures 4.12-10

 4.12.9 Cumulative Impacts 4.12-12

 4.12.10 References 4.12-12

 Schools..... 4.12-13

 4.12.11 Environmental Setting..... 4.12-13

 4.12.12 Regulatory Framework 4.12-18

 4.12.13 Impact Analysis and Mitigation Measures 4.12-19

 4.12.14 Cumulative Impacts 4.12-21

 4.12.15 References 4.12-21

 Libraries 4.12-22

 4.12.16 Environmental Setting..... 4.12-22

 4.12.17 Regulatory Framework 4.12-24

 4.12.18 Impact Analysis and Mitigation Measures 4.12-24

	4.12.19 Cumulative Impacts	4.12-26
	4.12.20 References.....	4.12-26
4.13	Recreation	4.13-1
	4.13.1 Environmental Setting.....	4.13-1
	4.13.2 Regulatory Framework	4.13-2
	4.13.3 Impact Analysis and Mitigation Measures	4.13-10
	4.13.4 Cumulative Impacts	4.13-13
	4.13.5 References.....	4.13-13
4.14	Transportation/Traffic	4.14-1
	4.14.1 Environmental Setting.....	4.14-1
	4.14.2 Regulatory Framework	4.14-9
	4.14.3 Impact Analysis and Mitigation Measures	4.14-12
	4.14.4 Cumulative Impacts	4.14-27
	4.14.5 References.....	4.14-28
4.15	Utilities/Service Systems	4.15-1
	Water Supply	4.15-1
	4.15.1 Environmental Setting.....	4.15-1
	4.15.2 Regulatory Framework	4.15-6
	4.15.3 Impact Analysis and Mitigation Measures	4.15-22
	4.15.4 Cumulative Impacts	4.15-28
	4.15.5 References.....	4.15-28
	Wastewater.....	4.15-29
	4.15.6 Environmental Setting.....	4.15-29
	4.15.7 Regulatory Framework	4.15-29
	4.15.8 Impact Analysis and Mitigation Measures	4.15-31
	4.15.9 Cumulative Impacts	4.15-36
	4.15.10 References.....	4.15-37
	Solid Waste	4.15-37
	4.15.11 Environmental Setting.....	4.15-37
	4.15.12 Regulatory Framework	4.15-40
	4.15.13 Impact Analysis and Mitigation Measures	4.15-42
	4.15.14 Cumulative Impacts	4.15-44
	4.15.15 References.....	4.15-45
	Energy	4.15-46
	4.15.16 Environmental Setting.....	4.15-46
	4.15.17 Regulatory Framework	4.15-48
	4.15.18 Impact Analysis and Mitigation Measures	4.15-48
	4.15.19 Cumulative Impacts	4.15-51
	4.15.20 References.....	4.15-52
4.16	Mandatory Findings of Significance.....	4.16-1
	4.16.1 Degradation of the Environment.....	4.16-1
	4.16.2 Long-Term Impacts	4.16-1
	4.16.3 Cumulative Impacts	4.16-2
	4.16.4 Impacts on Species.....	4.16-2
	4.16.5 Impacts on Historical Resources.....	4.16-2
	4.16.6 Impacts on Human Beings.....	4.16-3

CHAPTER 5 Other CEQA Considerations..... 5-1

5.1 Significant Environmental Effects of the Proposed Plan5-1

5.2 Significant Environmental Effects That Cannot Be Avoided if the Proposed Plan Is Implemented5-1

5.3 No Impact.....5-2

5.3.1 Agriculture and Forestry Resources5-2

5.3.2 Mineral Resources5-2

5.4 Significant Irreversible Environmental Effects5-3

5.5 Growth-Inducing Impacts.....5-3

5.5.1 Extension of Public Facilities5-4

5.5.2 Employment Generation5-5

5.6 Mitigation Measures Proposed to Minimize Significant Effects of the Proposed Plan5-5

5.7 Alternatives to the Proposed Plan.....5-5

CHAPTER 6 Alternatives to the Proposed Project 6-1

6.1 Criteria for selecting Alternatives6-1

6.2 Alternatives selected for consideration.....6-2

6.3 Alternatives Rejected as Infeasible.....6-2

6.3.1 Alternative Site.....6-2

6.3.2 Reduced Development Alternative A6-2

6.3.3 Reduced Development Alternative B.....6-3

6.3.4 Reduced Development Alternative C.....6-4

6.4 Analysis Format6-4

6.5 Analysis of project Alternatives.....6-5

6.5.1 Alternative 1: No Project/Continuation of Existing Community Plan, General Plan, and Zoning6-5

6.5.2 Alternative 2: Reduced Plan Map Area Alternative.....6-9

6.6 Alternative 3: Reduced Development Alternative 6-14

6.7 Environmentally Superior Alternative..... 6-19

6.8 References..... 6-20

CHAPTER 7 List of Preparers 7-1

7.1 List of Preparers Table.....7-1

Appendices

Appendix A Initial Study/Notice of Preparation and NOP Comments

Appendix B Proposed Goals and Policies

Appendix C Air Quality Data

Appendix D Greenhouse Gas Emissions Data

Appendix E EDR Reports

Appendix F Noise Monitoring Data

Appendix G Traffic Impact Analysis

Figure		Page
Figure 3-1	Regional Location Map.....	3-3
Figure 3-2	Specific Plan Area Map.....	3-5
Figure 3-3	Proposed Regulating Plan	3-7
Figure 4.10-1	Noise Measurement Locations	4.10-5
Figure 4.12-1	Location of Fire and Police Facilities Serving the Specific Plan Area	4.12-3
Figure 4.12-2	Location of School and Library Facilities Serving the Specific Plan Area.....	4.12-15
Figure 4.13-1	Location of Park and Recreational Facilities Serving the Specific Plan Area	4.13-3
Figure 4.14-1	Traffic Study Area	4.14-3
Figure 4.14-2	Traffic Analysis Zones	4.14-17

Table		Page
Table 2-1	Summary of Environmental Impacts and Mitigation Measures.....	2-6
Table 3-1	Summary of Existing Zoning.....	3-9
Table 3-2	Summary of Proposed Zone Changes.....	3-13
Table 3-3	Summary of Existing and Proposed Uses.....	3-15
Table 3-4	Summary of Proposed Building Heights and Density per Zone	3-15
Table 3-5	List of Related Projects	3-22
Table 4.2-1	Attainment Status for the Basin.....	4.2-7
Table 4.2-2	Summary of Ambient Air Quality in the Vicinity of the Specific Plan Area	4.2-8
Table 4.2-3	Existing Localized Carbon Monoxide Concentrations.....	4.2-10
Table 4.2-4	Estimated Daily Operational Emissions.....	4.2-23
Table 4.2-5	Mitigated Daily Operational Emissions	4.2-24
Table 4.2-6	Existing Plus Project Localized Carbon Monoxide Concentrations	4.2-26
Table 4.2-7	Cumulative Localized Carbon Monoxide Concentrations.....	4.2-30
Table 4.3-1	Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area.....	4.3-5
Table 4.3-2	Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area Requiring Further Study	4.3-23
Table 4.4-1	Known Cultural Resources within Specific Plan Area.....	4.4-4
Table 4.6-1	Estimated Unmitigated Annual Emissions, MT CO ₂ e.....	4.6-19
Table 4.6-2	Estimated Mitigated Annual CO ₂ e Emissions, MT CO ₂ e	4.6-20
Table 4.6-3	Per Capita Passenger Vehicle Emissions.....	4.6-22
Table 4.7-1	Summary of Permitted Facilities Using Hazardous Materials	4.7-3
Table 4.7-2	Summary of Environmental Cases and Spill Sites	4.7-4
Table 4.7-3	CERCLIS’s Reported in the Surrounding Area.....	4.7-8
Table 4.9-1	Project Consistency with the Los Angeles County General Plan.....	4.9-15
Table 4.9-2	Project Consistency with the East Los Angeles Community Plan.....	4.9-17
Table 4.9-3	Project Consistency with the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy and Growth Visioning Goals and Policies	4.9-19
Table 4.10-1	Typical A-Weighted Noise Levels.....	4.10-2
Table 4.10-2	Ambient Sound Level Measurements, dBA	4.10-7
Table 4.10-3	Existing Roadway Noise Levels.....	4.10-9
Table 4.10-4	Existing Freeway Noise Contours	4.10-9
Table 4.10-5	Noise Compatibility Guidelines.....	4.10-12
Table 4.10-6	Los Angeles County Exterior Noise Standards	4.10-13
Table 4.10-7	Los Angeles County Construction Noise Standards	4.10-14

Table 4.10-8	Los Angeles County Residential Air Conditioning Noise Standards	4.10-15
Table 4.10-9	Typical Construction Equipment Noise Levels	4.10-19
Table 4.10-10	Typical Outdoor Construction Noise Levels	4.10-19
Table 4.10-11	Railroad Noise Contours.....	4.10-22
Table 4.10-12	Vibration Source Levels for Construction Equipment.....	4.10-26
Table 4.10-13	Future Traffic Noise Levels, CNEL.....	4.10-30
Table 4.10-14	Cumulative Traffic Noise Levels, CNEL.....	4.10-33
Table 4.11-1	Total Housing Units, Households, and Population for East Los Angeles, 2000– 2010	4.11-2
Table 4.11-2	Summary of Potential Dwelling Units and Population in the Specific Plan Area.....	4.11-3
Table 4.11-3	SCAG Population Forecast.....	4.11-4
Table 4.11-4	RHNA Needs by Income Category for Unincorporated Los Angeles County	4.11-5
Table 4.12-1	Fire Stations Serving the Specific Plan Area.....	4.12-2
Table 4.12-2	Schools Serving the Specific Plan Area.....	4.12-14
Table 4.12-3	California Department of Education–Recommended Pupil Density per Acre	4.12-17
Table 4.12-4	Private Schools in the SPA	4.12-18
Table 4.12-5	Existing County Library Resources within the SPA.....	4.12-23
Table 4.13-1	County Parks Serving the Specific Plan Area.....	4.13-1
Table 4.14-1	SPA Roadway Characteristics	4.14-1
Table 4.14-2	Level of Service Range Definitions	4.14-5
Table 4.14-3	Existing Intersection Level of Service.....	4.14-7
Table 4.14-4	Characteristics of Existing Public Transit Service in the SPA.....	4.14-10
Table 4.14-5	Significance Thresholds.....	4.14-13
Table 4.14-6	Net Change in Trip Generation by TAZ.....	4.14-15
Table 4.14-7	Year 2035 Intersection Level of Service.....	4.14-19
Table 4.14-8	Recommended Study Intersection Mitigation Measures and Effects.....	4.14-22
Table 4.15-1	Existing [2010] Water Demand in the Specific Plan Area	4.15-23
Table 4.15-2	Water Demand in East Los Angeles District without Proposed Plan Build-Out.....	4.15-24
Table 4.15-3	Projected 2030 Water Demand for the Proposed Plan.....	4.15-25
Table 4.15-4	Water Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections.....	4.15-25
Table 4.15-5	Water Demand Comparison in SPA, 2030 Projections with and without Water Conservation	4.15-26
Table 4.15-6	LACSD’s Sewerage System Legal Authority.....	4.15-30
Table 4.15-7	Wastewater Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections	4.15-32
Table 4.15-8	Forecasted 2030 Wastewater Generation in the Specific Plan Area.....	4.15-34
Table 4.15-9	Wastewater Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections	4.15-34
Table 4.15-10	Landfill Capacity and Intake.....	4.15-38
Table 4.15-11	Proposed East Los Angeles 3 rd Street Specific Plan Solid Waste Generation.....	4.15-43
Table 4.15-12	Projected Electricity Demand in the Specific Plan Area	4.15-49
Table 4.15-13	Projected Natural Gas Demand in the Specific Plan Area	4.15-51
Table 6-1	Summary of Proposed Alternatives at Build-out	6-2
Table 6-2	Summary of Impacts of Alternatives	6-20
Table 7-1	List of Preparers	7-1

Acronyms/Abbreviations

Acronym/Abbreviation	Definition
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ABC	Alcoholic Beverage Control
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
ADT	average daily traffic
ADWF	average dry weather flow
afy, or AFY	acre-foot per year
AM	ante meridiem [before noon]
AM peak hour	morning peak hour time period
amsl	above mean sea level
ANSI	American National Standards Institute
AQMD	air quality management district
AQMP	air quality management plan
ARB	Air Resources Board
AST	aboveground storage tank
ASTM	American Society for Testing of Materials
bgs	below ground surface
BLM	[U.S.] Bureau of Land Management
BMP	best management practices
°C	degree Celcius
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CAL FIRE	California Department of Forestry and Fire Protection
Cal Water	California Water Service Company
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation (also interchangeably referred to as CDOT)
CAP	climate action plan
CBC	California Building Code
CCA	California Coastal Act
CCAA	California Clean Air Act

Acronym/Abbreviation	Definition
CCCC	California Climate Change Center
CCR	California Code of Regulations
CDC	Centers for Disease Control and Prevention
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CDWR	California Department of Water Resources
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERCLIS-NFRAP	Comprehensive Environmental Response Compensation and Liability Information System No Further Remedial Action Planned (Archived Sites)
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	Methane
CHMIRS	California Hazardous Material Incident Report System
CHP	California Highway Patrol
CHRIS	California Historic Resources Information System
CIWMB	California Integrated Waste Management Board
CMP	congestion management program
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO _{2e}	carbon dioxide-equivalent
COHb	carboxyhemoglobin
CPA	community planning area
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSS	"context sensitive" solutions
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWHR	California Wildlife Habitat Relationships System
dB	decibel
dBA	A-weighted decibel

Acronyms/Abbreviations

Acronym/Abbreviation	Definition
DHS	California Department of Health Services
DPM	diesel particulate matter
DTSC	Department of Toxic Substance Control
du	dwelling unit
EB	eastbound
EDR	Environmental Data Resources, Inc.
EIR	environmental impact report
EPA, or USEPA	U.S. Environmental Protection Agency
ERNS	emergency response notification system
°F	degree Fahrenheit
FAR	floor-to-area ratio
FERC	Federal Energy Regulatory Commission
FESA	federal Endangered Species Act
FHWA	[U.S. Department of Transportation] Federal Highway Administration
FINDS	Facility Index System/Facility Identification Initiative Program
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	fiscal year
gpd	gallons per day
HABS	Historic American Building Survey
HCM	Historic-Cultural Monument
HI	hazard index
HSWA	Hazardous and Solid Waste Amendments Act
HVAC	heating, ventilation, and air conditioning
I-#	Interstate #
IBC	International Building Code
IRP	integrated water resources plan
IS	initial study
LACDPW	Los Angeles County Department of Public Works
LACMTA	Los Angeles County Metropolitan Transportation Authority (also, MTA; branded as Metro)
LADOT	City of Los Angeles Department of Transportation
LARWQCB	Los Angeles Regional Water Quality Control Board
L _{dn}	day-night average sound level
L _{eq}	equivalent continuous noise level
L _{max}	maximum A-weighted sound level
LOS	level of service

Acronym/Abbreviation	Definition
LQG	large-quantity generator
LTS	less than significant
LUST	leaking underground storage tank
M	Richter magnitude
MBTA	Migratory Bird Treaty Act
MEP	maximum extent practicable
mgd	million gallons per day
MM	mitigation measure
MMP	mitigation monitoring program
MMT	million metric tons
MOA	memorandum of agreement
mph	miles per hour
MS4	municipal separate storm sewer system
MT	metric tons
MTA	Los Angeles County Metropolitan Transportation Authority (also, LACMTA; branded as Metro)
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NB	northbound
NEPA	National Environmental Policy Act
NO ₂	nitrogen dioxide
NOC	notice of completion
NOI	notice of intent
NOP	notice of preparation
NO _x	nitrogen oxide
NPDES	National Pollution Discharge Elimination System
NPL	national priorities list
NRHP	National Register of Historic Places
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHP	Office of Historic Preservation
OPR	California Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	lead
PCB	polychlorinated biphenyl
PEIR	program environmental impact report

Acronyms/Abbreviations

Acronym/Abbreviation	Definition
PG&E	Pacific Gas and Electric Company
PM	post meridiem [after noon]
PM	particulate matter
PM ₁₀	respirable particulate matter
PM _{2.5}	fine particulate matter
PM peak hour	afternoon peak hour time period
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PS	potentially significant
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
RHNA	Regional Housing Needs Assessment
ROG	reactive organic gas
RTP	regional transportation plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SB	southbound
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCGC	Southern California Gas Company
SCH	State Clearinghouse
SCS	Soil Conservation Service (U.S. Department of Agriculture)
sf	square feet
SIP	state implementation plan
SLIC	spills, leaks, investigations, and cleanup
SO ₂	sulfur dioxide
SO ₄	sulfate
SOI	Secretary of the Interior
SOI	sphere of influence
SO _x	sulfur oxide
SP	service population

Acronym/Abbreviation	Definition
SP	specific plan
SQG	small-quantity generator
SR-#	State Route #
SRA	source receptor area
SU	significant and unavoidable
SUSMP	standard urban stormwater mitigation plan
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TIA	transportation/traffic impact analysis
TMDL	total maximum daily load
TSCA	Toxic Substances Control Act
US-101	U.S. Highway 101
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity
VdB	vibration decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
WDR	waste discharge requirement
WMI	Watershed Management Initiative
WQCP	water quality control plan
WSA	water supply assessment

[THIS PAGE INTENTIONALLY LEFT BLANK]

CHAPTER 1 Introduction

This environmental impact report (EIR) examines the potential effects of the proposed East Los Angeles 3rd Street Specific Plan project (Specific Plan, Plan, or proposed project) within the East Los Angeles Community. The proposed defines a vision and establishes standards and strategies for the revitalization of the East Los Angeles community using the principles of transit-oriented development (TOD). The Specific Plan is a form-based code-regulating plan that will replace the East Los Angeles Community Standards District and Community Plan as well as supersede the zoning ordinance. The Specific Plan proposes eight zones, five of which are mixed use with discrete development and design standards. Implementation of the Specific Plan would also amend the East Los Angeles Community Plan to add a Specific Plan Overlay in order to provide a renewed vision for the Specific Plan area (SPA), with corresponding development standards and an implementation program.

The SPA is located in the geographic center of the East Los Angeles Community, which is located approximately 5 miles east of downtown Los Angeles. East Los Angeles is between Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east, and commerce to the south. The SPA is comprised of the properties within 0.5 mile of the four Metro Gold Line rail stations in East Los Angeles. It is roughly bounded by Cesar Chavez Avenue to the north, Indiana Avenue to the west, Whittier Boulevard to the south, and Margaret Avenue to the east. The SPA is bisected by the Pomona Freeway (State Route 60 [SR-60]) and Long Beach Freeway (Interstate 710 [I-710]) and is within 0.5 mile of the Santa Ana Freeway (I-5).

The Specific Plan includes amending the East Los Angeles Community Plan to include a Specific Plan overlay for the SPA and changes to zoning designations. It is the intent of the Specific Plan to allow existing development and/or uses in the SPA that legally exists at the time of adoption to continue until such time as such development is replaced and/or the uses are terminated by the property owner. Upon termination of existing uses or replacement of existing development by the owner, the Specific Plan would require all new land use and development activity on affected sites to conform to the Specific Plan development code. The Specific Plan would disallow existing nonconforming development and/or uses.

The County of Los Angeles is the lead agency for this project. As required by the California Environmental Quality Act (CEQA), this EIR (1) assesses the expected individual and cumulative impacts of implementation of the Specific Plan; (2) identifies means of avoiding or minimizing potential adverse environmental impacts; and (3) evaluates a reasonable range of alternatives to the proposed project, including the No Project Alternative.

1.1 PURPOSE OF AN ENVIRONMENTAL IMPACT REPORT

The purpose of an EIR is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant impacts can be mitigated or avoided (California Public Resources Code [PRC] Section 21002.1). A detailed description of the proposed East Los Angeles 3rd Street Specific Plan (Specific Plan or Plan), also referred to as the proposed project, is provided in Draft EIR Chapter 3 (Project Description).

The proposed project requires the discretionary adoption of the Specific Plan by the County of Los Angeles (County). Adoption of the Specific Plan is considered a project under the CEQA and is, therefore, subject to CEQA requirements.

In accordance with CEQA Guidelines Section 15121(a), the purpose of this EIR is to serve as an informational document that:

... will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This Draft EIR has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. A Program EIR may be prepared on a series of actions that can be characterized as one large project. As stated in the CEQA Guidelines, the use of a Program EIR can provide the following advantages:

1. Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action
2. Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis
3. Avoid duplicative reconsideration of basic policy considerations
4. Allow the lead agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts
5. Allow reduction in paperwork

According to CEQA Guidelines Section 15168(c), subsequent activities in the program must be examined in light of the EIR to determine whether additional environmental documentation must be prepared. If a later activity would have significant effects that were not examined in the EIR, subsequent environmental documentation must be prepared, consistent with CEQA Guidelines Sections 15162 through 15164. Such subsequent environmental documentation would be “tiered” from the EIR. Tiering refers to coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program, or ordinance followed by narrower or site-specific environmental clearance documents that incorporate, by reference, the discussion in any prior environmental impact report and which concentrate on the environmental effects that are (a) capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior environmental impact report. However, if any subsequent activities would not result in new environmental effects or the need for new mitigation measures, the subsequent activity could rely on the environmental analysis provided in this EIR, and minimal additional environmental documentation would be required.

This Draft EIR has been prepared in conformance with CEQA (PRC Sections 21000 et seq.) and the CEQA Guidelines (Title 14, California Code of Regulations [CCR] Sections 15000 et seq.). CEQA Guidelines Section 15151 defines the standards for adequacy of an EIR as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonable feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the

main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

This Draft EIR serves as an informational document that is ultimately used by the Los Angeles County Regional Planning Commission and Board of Supervisors when considering whether or not to approve the proposed project.

1.2 SCOPE OF THE EIR

This Draft EIR addresses the potential environmental effects of implementation of the proposed project within the East Los Angeles Community. The scope of this EIR includes environmental topics determined to be potentially significant by the Initial Study, Notice of Preparation (NOP), responses to the NOP, and scoping discussions among the public, consulting staff, and the County of Los Angeles. The Initial Study, NOP, and comment letters received during the NOP review period are contained in Appendix A of this Draft EIR. The following environmental topics are analyzed in this Draft EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

This Draft EIR evaluates the issues referenced above and identifies potentially significant environmental impacts, including direct, indirect, and cumulative effects of the project, in accordance with the provisions set forth in the CEQA Guidelines. In addition, the Draft EIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects.

The County determined through the Initial Study that the proposed project would not have the potential to cause significant impacts related to Agricultural Resources and Mineral Resources and, therefore, are not analyzed further in this Draft EIR. The Initial Study, demonstrating no significant impacts would occur for these issue areas, is included in Appendix A and is summarized in Chapter 5 (Other CEQA Considerations) of this Draft EIR. Chapter 5 also discusses growth-inducing impacts of the proposed project.

In preparing the EIR, pertinent County policies and guidelines, existing EIRs, the County's General Plan, and background documents prepared by the County were all evaluated for their applicability to the proposed project. A list of references is provided at the end of each environmental topic section.

Chapter 6 (Alternatives to the Proposed Project) of this Draft EIR has been prepared in accordance with CEQA Guidelines Section 15126.6, which requires an evaluation of a reasonable range of alternatives, including the No Project Alternative. It also identifies the "environmentally superior" alternative among the alternatives assessed.

1.2.1 Definition of the Environmental Baseline

According to CEQA Guidelines Section 15125, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline condition" against which project-related impacts are compared. Normally, the baseline condition is the physical condition that exists at the time the NOP is published. The NOP for the proposed Plan was published July 11, 2013. The CEQA Guidelines recognize that the date for establishing an environmental baseline cannot be rigid. Because physical environmental conditions may vary over a range of time periods, the use of environmental baselines that differ from the date of the NOP is reasonable and appropriate when doing so results in a more accurate or conservative environmental analysis.

The baseline year (2013) is used for all impact areas analyzed in this Draft EIR to determine impacts. For analytical purposes, impacts associated with implementation of the Specific Plan are based on the environmental setting in 2013 and takes into account the proposed allowable growth scenario within the County from 2013 through a planning horizon of 2035.

1.2.2 Plan Comparison

This Draft EIR evaluates the potential impacts of the proposed land use changes and associated growth potential compared to the existing baseline conditions. In some cases, the growth potential in the adopted 1978 East Los Angeles Community Plan (Community Plan) is also discussed to provide additional information to the reader of the differences or changes between what would be allowed under the existing Community Plan and the proposed Specific Plan. However, the impact analysis presented in this Draft EIR is not a comparison of the Community Plan to the proposed Specific Plan but, rather, a comparison of the proposed Specific Plan to baseline conditions.

1.3 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

Per the CEQA Guidelines, this Draft EIR defines lead, responsible, and trustee agencies. The County of Los Angeles is the lead agency for the proposed project because it holds principal responsibility for approving the project. A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. The proposed Specific Plan is a planning document for the County of Los Angeles to utilize for making land use decisions moving forward. As such, the Specific Plan does not contemplate a specific development plan, and Caltrans is the only responsible agency for the proposed Plan identified at this time. Except for proposed land uses that would be allowed by right, subsequent development projects will be subject to discretionary approval by the County and potentially

other public agencies. In addition to the County of Los Angeles, future projects within the County may require approval from the South Coast Air Quality Management District (SCAQMD), Los Angeles Regional Water Quality Control Board (RWQCB) regarding water quality, as well as potential discharges into surface waters; California Department of Fish and Wildlife (CDFW) regarding biological resources, and the Department of Toxic Substances Control (DTSC). Section 3.8.1 in Chapter 3 also states State Water Resources Control Board, Caltrans?

A trustee agency is a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the state. As discussed above, the Specific Plan is a planning document for the County of Los Angeles and does not address a specific or proposed development plan. As such, no trustee agencies are identified at this time. However, in relation to future development within the County, trustee agencies may include the CDFW for biological resources and the SCAQMD regarding issues of air quality and associated permitting.

1.4 ENVIRONMENTAL REVIEW PROCESS

As the Lead Agency for the proposed project, the County of Los Angeles is responsible for administering the environmental review for the Specific Plan. The County completed an Initial Study dated July 1, 2013 and determined that an EIR would be prepared in conformance with CEQA, CEQA Guidelines, and the County's guidelines for implementing CEQA. This Draft EIR analyzes the potential environmental effects of the Specific Plan under all environmental topics listed above in Section 1.2 (Scope of the EIR). In compliance with CEQA Guidelines Section 15082, the County issued an NOP to announce its intent to prepare an EIR for the Specific Plan. The NOP was distributed on July 11, 2013 to the California Office of Planning and Research (OPR), various public agencies, and other interested parties for the required 30-day public review period to solicit comments on the scope and content of the environmental information that should be addressed in the EIR. Additionally, a Public Scoping meeting was held on August 3, 2013, at the East Los Angeles County Library community room, to solicit public comments on the proposed Specific Plan. The NOP (including the Initial Study), NOP comments received by the County, and the Scoping Meeting comments are contained in Appendix A of this Draft EIR. Agencies or interested persons who did not respond during the public review period of the NOP will have an opportunity to comment during the public review period for this Draft EIR, as well as at subsequent hearings on the Specific Plan.

This Draft EIR was prepared under the direction and supervision of the Los Angeles County Department of Regional Planning (LACDRP), Advanced Planning Section. This Draft EIR has been subjected to a 30-day County internal department review, prior to the required 45-day public review period as mandated by CEQA Guidelines Section 15105. During the 45-day public review period, this Draft EIR is available for general public review on the County's website (<http://planning.lacounty.gov/ela>) and at the following locations:

- East Los Angeles Library, 4837 East 3rd Street, Los Angeles
- Anthony Quinn Library, 3965 East Cesar E Chavez Avenue, Los Angeles
- El Camino Real Library, 4264 Whittier Boulevard, Los Angeles
- Los Angeles County Department of Regional Planning

Interested public agencies and members of the public may submit written comments on the EIR to the County of Los Angeles to the following address:

Phillip Estes, Principal Planner
 Department of Regional Planning
 County of Los Angeles
 320 West Temple Street
 Los Angeles, CA 90012
 Telephone: (213) 974-6425
 Email: thirdstplan@planning.lacounty.gov

During the 45-day public review period, an open house will be held before the Los Angeles County Hearing Examiner to take testimony on the Draft EIR, followed by hearings by the Regional Planning Commission and Board of Supervisors. Upon completion of the 45-day public review period, written responses to all comments raised with respect to environmental issues discussed in the EIR will be prepared and incorporated into the FEIR. Furthermore, written responses to comments received from any public agencies will be made available to these agencies at least 10 days prior to the public hearing before the Regional Planning Commission during which the EIR and Specific Plan will be considered. These comments, and their responses, will be included in the FEIR for consideration by the County of Los Angeles Department of Regional Planning, as well as any other public decision-makers. Finally, the Board of Supervisors will complete the public hearing process by adopting or rejecting the EIR and the proposed Specific Plan.

1.5 ORGANIZATION OF THE DRAFT EIR

This Draft EIR has been designed for easy use and reference. A brief summary of the contents of each chapter of the EIR is provided below to assist the readers in locating information. The following chapters are contained within the Draft EIR:

- **Chapter 1: Introduction**—This chapter briefly discusses the purpose of the EIR, identifies the environmental issues assessed in the EIR, and describes the environmental review process and organization of the EIR.
- **Chapter 2: Executive Summary**—This chapter provides a summary of the Project Description, alternatives to the proposed project, areas of controversy and issues to be resolved, as well as a summary of environmental impacts, mitigation measures, and level of significance after mitigation.
- **Chapter 3: Project Description**—This chapter provides a detailed description of the Specific Plan, including a description of the project location, environmental setting and regulations, project background, project objectives, project characteristics, and required discretionary actions.
- **Chapter 4: Environmental Impact Analysis**—This chapter presents the environmental setting and policy considerations related to the particular environmental topic under analysis, describes and evaluates the environmental thresholds, environmental impacts (both short-term and long-term), mitigation measures capable of minimizing environmental harm, and a discussion of cumulative impacts. References are included at the end of each environmental topic section.

- **Chapter 5: Other CEQA Considerations**—This chapter provides analysis including effects found not to be significant, growth-inducing impacts, and significant irreversible change to the environment. This chapter also summarizes any significant and unavoidable impacts.
- **Chapter 6: Alternatives to the Proposed Project**—This chapter analyzes a range of reasonable alternatives to the Specific Plan, including No Project/Reasonably Foreseeable Development (Continuation of Existing Specific Plan), and two Reduced Project Alternatives.
- **Chapter 7: Report Preparers**—This chapter identifies all individuals responsible for the preparation of this Draft EIR.

This Draft EIR is presented in three volumes as follows: Volume I (Chapters 1 through 7), Volume II (Appendices A through F), and Volume III (Appendices F and G). The appendices can be found on the CD located at the back of this Draft EIR, including a copy of the proposed East Los Angeles 3rd Street Specific Plan (Appendix B).

[THIS PAGE INTENTIONALLY LEFT BLANK]

CHAPTER 2 Summary

2.1 PURPOSE OF THE SUMMARY

This section summarizes the characteristics of the proposed plan, the environmental impacts, mitigation measures, and residual impacts of the proposed plan.

2.2 INTRODUCTION

This EIR is intended to provide the reader with a clear and simple description of the proposed project and its potential environmental consequences. CEQA Guidelines Section 15123 requires that the summary identify “(1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.” This summary focuses on the major areas of the proposed project that are important to decision-makers.

2.3 SUMMARY OF PROPOSED PROJECT

The Specific Plan area (SPA), also referred to as the project site, is located in the geographic center of the unincorporated East Los Angeles community. East Los Angeles is located approximately 5 miles east of downtown Los Angeles. The community is located between the City of Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east and Commerce to the south. The SPA encompasses approximately 2.5 square miles and is comprised of the properties located within 0.5 mile to the north and south of the Metro Gold Line rail stations in the community. The SPA is roughly bounded by Cesar Chavez Avenue to the north, Indiana Street to the west, Hubbard and Sixth Streets to the south, and Margaret Avenue and Atlantic Boulevard to the east. The SPA is bisected by the Pomona Freeway (SR-60) and Long Beach Freeway (I-710) and is located approximately 0.5 mile to the north of the Santa Ana Freeway (I-5).

Existing land uses within the project site consist of similar uses to the proposed SPA, including low-medium-density and medium-density residential located to the north and south of the Gold Line, with predominantly general commercial uses located along the corridors of 3rd Street, Cesar Chavez Avenue, First Street, Atlantic Boulevard, and Beverly Boulevard. Existing uses adjacent to the SPA boundaries consist of low-medium density and medium density residential neighborhoods.

The Specific Plan defines a vision and establishes development standards and strategies for the revitalization of the SPA using the principles of transit-oriented development (TOD). The project goals are to create a vibrant mixed-use community; well-designed buildings; attractive streetscapes; engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; and a variety of housing, retail, and entertainment options.

The Specific Plan includes a form-based code-regulating plan that will amend the amend the East Los Angeles Community Plan with a Specific Plan overlay, replace the East Los Angeles Community

Standards District (CSD), and supersede the zoning ordinance for the SPA. The Specific Plan proposes eight zones designations with discrete development and design standards: TOD (TOD), Cesar Chavez (CC), First Street (FS), Atlantic Boulevard (AB), Neighborhood Center (NC), Low-Medium Density Residential (LMD), Civic (CV), and Open Space (OS). The proposed Specific Plan zone designations will replace the following existing zone designations in the SPA: R-1 (Single-Family Residential), R-2 (Two-Family Residential), R-2-P (Two-Family Residential-Parking), R-3 (Limited Multiple Residence), R-4 (Unlimited Residence), C-2 (Neighborhood Business), C-3 (Unlimited Commercial), C-3-DP (Unlimited Commercial Development Program), M-1 (Light Manufacturing), IT (Institutional), OS (Open Space).

2.3.1 Proposed Land Use Changes

The Specific Plan will allow existing development and uses and existing nonconforming development and uses in the SPA that legally exist at the time of adoption to continue until such time as such development is replaced and/or the uses are terminated by the property owner. Upon termination of existing uses or replacement of existing development by the owner, the Specific Plan would require all new land use and development activity on affected sites to conform to the Specific Plan.

Major change would along and around the Gold Line stations with implementation of the Specific Plan. These areas will be transformed into “transit centers” with mixed-use buildings. These mixed-used buildings would incorporate amenities such as public plazas, outdoor dining and public art. Transit centers would serve residents, visitors and employees. A marked increase in the variety and quality of goods and services would be expected. The Plan area’s corridors, 1st Street, Cesar Chavez Avenue, and Atlantic Boulevard, are places where retail and business services, and some housing are concentrated. Generally, these commercial corridors support the adjoining residential neighborhoods, while some businesses offer regional appeal. Moderate change would occur along these corridors, with sensitive infill development encouraged. Changes would include an improved streetscape with an attractive pedestrian environment and public realm as well as increase in the variety and quality of goods and services. Minor change would occur in the residential neighborhoods, with improvement to streetscapes, private property maintenance, and more open space and green elements provided, such as street trees and landscaping, to enhance the quality of life in East Los Angeles.

The Specific Plan presents a vision for the future transformation of the SPA. The proposed plan is focused on the physical and economic change that is expected in East Los Angeles as a result of the Gold Line light-rail transit corridor. This will be achieved with a new development code that provides discrete development regulations for all new buildings and parking areas.

The four Metro station areas located along 3rd Street would be transformed into transit centers, with a mix of commercial and residential uses. Mixed-use buildings will incorporate amenities such as public plazas, outdoor dining, and public art as provided by the proposed development in Specific Plan Chapter 5 (Appendix B). The transit centers will serve residents, visitors, and employees. An increase in the variety and quality of goods and services is expected. The SPA’s corridors would experience moderate change, with context-sensitive infill development, an improved streetscape, and an increase in the variety and quality of goods and services. Minor changes would be expected in the residential neighborhoods, consisting of improvements in streetscape, improvement in private property maintenance, and an increase in open space and green elements, such as street trees and landscaping.

Mixed-use buildings would be up to three stories in height, with a floor-area ratio for commercial uses ranging from 1.0 to 2.7. The highest density would be in the TOD, FS, and CC zones, with medium density of 2.25 in the NC zone, and a floor area ratio (FAR) of between 1.0 and 1.5 in the remaining zones.

2.4 PUBLIC ACTIONS AND APPROVALS REQUIRED

Consistent with CEQA Guidelines Section 15065(b), the County of Los Angeles is the lead agency for the proposed plan. As such, this EIR will be used by the County to evaluate the environmental impacts created by implementation of the proposed plan and develop conditions of approval that would address those impacts for which mitigation measures are proposed in the EIR. The County of Los Angeles Board of Supervisors would consider approval of the Specific Plan and would certify the proposed plan's Final EIR concurrently with Specific Plan approval, along with amending the Land Use Map for the East Los Angeles Community Plan. The following actions would be considered in approving the proposed plan. In addition, the following specific actions must be completed concurrent with approval of the Specific Plan:

- Certification of the Final EIR (Board of Supervisors)
- Approval of a Statement of Overriding Considerations (Board of Supervisors)

2.5 CLASSIFICATION OF ENVIRONMENTAL IMPACTS

Under CEQA, a “significant impact” represents a substantial or potentially substantial adverse physical change to the environment. In evaluating specific effects, this EIR identifies thresholds of significance for each effect, evaluates the potential environmental change associated with each effect, and then characterizes the effects as impacts in the following categories:

- **Less Than Significant**—Results in no substantial adverse change to existing environmental conditions
- **Potentially Significant**—Constitutes a substantial adverse change to existing environmental conditions that can be mitigated to less-than-significant levels by implementation of proposed potentially feasible mitigation measures or by the selection of an environmentally superior project alternative
- **Significant and Unavoidable**—Constitutes a substantial adverse change to existing environmental conditions that cannot be fully mitigated by implementation of all feasible mitigation measures
- **Beneficial Impact**—Constitutes a change that would result in improvement to existing environmental conditions

2.6 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Section 15123(b)(2) of the CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency including issues raised by agencies and the public. This Draft EIR has taken into consideration the comments received from the public and various agencies in response to

the NOP and during the public scoping meeting held on August 3, 2013. The written and verbal comments received during the NOP period and scoping period are provided in Appendix B. Based on the scoping process, potential areas of controversy known to the County include the following:

- Traffic impacts to local, county, and state facilities
- Impacts to cultural resources
- Land use and density
- Railroad safety
- Landscape and design
- Bicycle lanes
- Libraries
- Sidewalk widths and boulevard widening
- Police services

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved. With respect to the proposed project, the key issues to be resolved include whether the proposed project would have significant impacts, and, if so, how to mitigate potentially significant environmental impacts from the project, and whether one of the alternatives should be approved rather than the proposed project.

2.7 SUMMARY OF PROJECT ALTERNATIVES

As required by CEQA Guidelines Section 15126.6(a), an EIR must:

Describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

Further, CEQA Guidelines Section 15126.6(b) states:

The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Draft EIR Chapter 6 (Alternatives to the Proposed Project) includes an evaluation of the following alternatives of the proposed project:

- Alternative 1: No Project/Reasonably Foreseeable Development (Continuation of County General Plan and Zoning and Existing Community Plan)

2.8 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 2-1 (Summary of Environmental Effects and Project Requirements/Mitigation Measures) contains a summary of the potential environmental effects of the proposed project, the recommended mitigation

measures (MMs) that would reduce or avoid those effects, and the level of significance after mitigation. Implementation of the MMs, as detailed in each environmental analysis section presented in this Draft EIR, would reduce most of the potentially significant impacts to a less than significant level. However, even with implementation of the MMs, the proposed project would result in the following significant and unavoidable impacts:

■ **Air Quality**

- > Implementation of the Specific Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.
- > Implementation of the Specific Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- > Implementation of the Specific Plan would expose sensitive receptors to substantial pollutant concentrations.

■ **Greenhouse Gas Emissions**

- > Implementation of the Specific Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- > Implementation of the Specific Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

■ **Noise**

- > Implementation of the Specific Plan would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- > Implementation of the Specific Plan could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

■ **Transportation/Traffic**

- > Implementation of the Specific Plan would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- > Implementation of the Specific Plan would conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

■ **Utilities/Service Systems**

- > Implementation of the Specific Plan would require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
AESTHETICS			
Impact 4.1-1 Implementation of the Specific Plan would not have a substantial adverse effect on a scenic vista. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.1-2 Implementation of the Specific Plan would not substantially degrade the existing visual character or quality of the site and its surroundings. This impact would be <i>beneficial</i> .	LTS	No mitigation measures required.	BI
Impact 4.1-3 Implementation of the Specific Plan would not create a new source of substantial shadows, light, or glare that would adversely affect day or nighttime views in the area. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
AIR QUALITY			
Impact 4.2-1 Implementation of the Specific Plan could conflict with or obstruct implementation of the applicable air quality plan. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	<p>MM4.2-1 All single-family residential homes shall be equipped with appropriate electrical wiring in garages to support the charging of electric vehicles. Multifamily residential developments shall be equipped with one electric vehicle charging station per 20 parking spaces with a minimum of one station for all new multifamily residential development that includes parking. New commercial development shall be equipped with one charging station per 100 parking spaces, with a minimum of one charging station per new commercial development parking lot. VMT reductions associated with this mitigation measure are 4.3 percent.</p> <p>MM4.2-2 All commercial, retail, and multifamily residential development shall provide parking mitigation such that either a minimum reduction of 4 percent of the parking spaces is achieved, a monthly parking fee of \$20 is implemented, or any other parking limiting measure such that an equivalent reduction of reducing vehicle miles traveled by 1.43 percent is achieved.</p>	LTS
Impact 4.2-2 Implementation of the Specific Plan could violate an air quality standard or contribute substantially to an existing or projected air quality violation. This is considered a potentially significant impact. Implementation of mitigation would reduce	PS	<p>MM4.2-3 As a condition of approval of all development/redevelopment projects within the Specific Plan area, the County shall require building contractors to do the following:</p> <ul style="list-style-type: none"> ■ Contractors shall enforce the idling limit of 5 minutes as set forth in the California Code of Regulations, Title 13, § 2449(d)(3) ■ Diesel-fueled construction equipment that is not EPA Tier 4 rated shall be retrofitted with after- 	SU

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
this impact, but not to a less-than-significant level. Therefore, this impact would be <i>significant and unavoidable</i> .		<p>treatment products (e.g., engine catalysts) that will result in a reduction of emissions consistent with EPA Tier 3 engine standards.</p> <ul style="list-style-type: none"> ■ Use construction equipment that use low-polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible. ■ Maintain construction equipment in good operating condition to minimize air pollutants. ■ Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic, in accordance with SCAQMD Rule 1113. <p>MM4.2-4 As a condition of approval all development/redevelopment under the Specific Plan area shall require an analysis of construction emissions anticipated from the proposed development. The construction analysis shall include criteria pollutant analysis as well as consideration of localized impacts for all projects, such that project-specific impacts are reduced to below regulatory standards or to the greatest level possible. The analysis shall include provisions that ensure the incorporation of MM4.2-3.</p> <p>MM4.2-5 Reduction or elimination of fireplaces within residential development such that there are no fireplaces within 95 percent of all new/redeveloped single family residential development or 100 percent of all multifamily residential development (new and redeveloped) within the Specific Plan area. Compliance would be ensured through City review prior to the issuance of a building permit.</p> <p>MM4.2-6 All commercial development will use low-VOC architectural coating such that interior coatings do not exceed 10 grams per liter (g/l) of VOC content and exterior coatings do not exceed 100 g/l. This measure is to be made a condition of approval for continued upkeep of the property.</p> <p>MM4.2-7 All commercial developments will use low-VOC cleaning supplies. This measure is to be made a condition of approval for continued upkeep of the property.</p> <p>MM4.2-8 All new development shall have electrical outlets associated with the outside of the buildings such that all landscaping equipment could be electrically operated. New single-family home developers should consider including electric lawnmowers as part of the purchase agreement.</p> <p>MM4.2-9 All new development shall comply with the Title 24 requirements in effect at the time of construction and shall, at a minimum, exceed 2013 Title 24 energy efficiency standards by 15 percent.</p>	

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.2-3 Implementation of the Specific Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be <i>significant and unavoidable</i> .	PS	MM4.2-3 through MM4.2-9 would apply.	SU
Impact 4.2-4 Implementation of the Specific Plan would expose sensitive receptors to substantial pollutant concentrations. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be <i>significant and unavoidable</i> .	PS	MM4.2-10 As a condition of approval, development and redevelopment projects that would be a TAC source or would be considered a sensitive receptor (residential development) within the Specific Plan area shall adhere to the buffer distances for siting toxic air contaminants (TAC) emitters or sensitive land uses in the vicinity of existing TAC sources in accordance with the California Air Resources Board Air Quality and Land Use Handbook (June 2005, or most current adaptation); or conduct a development specific health risk assessment and achieve an acceptable interior risk level (less than 10 in a million, or the standards at the time of development) for sensitive receptors. All appropriate measures determined by the health risk assessment to reduce risk to sensitive receptors shall be incorporated into the individual project building design.	SU
Impact 4.2-5 Implementation of the Specific Plan could create objectionable odors affecting a substantial number of people. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	MM4.2-11 As a condition of approval all development/redevelopment under the Specific Plan area shall require an analysis of the potential for generating odors that would affect a substantial number of people or of the development placing people near existing objectionable odor sources.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

Environmental Impact	Level of Significance Before Mitigation	Recommended Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES			
<p>Impact 4.3-1 Implementation of the Specific Plan could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i>.</p>	PS	<p>MM4.3-1 Should habitat at an individual project site be deemed suitable to support nesting burrowing owls by a qualified biologist familiar with the species life history, a particular site have previously documented occurrences of breeding pairs, or burrowing owl are identified on site during the project planning phase, then the project proponent shall employ a qualified biologist approved by Los Angeles County to perform survey and mitigation requirements outlined in the CDFW Staff Report on Burrowing Owl Mitigation (2012).</p> <p>MM4.3-2 For other potential special-status and sensitive bird species, such as American peregrine falcon, the project applicant shall retain a qualified biologist approved by Los Angeles County to conduct a focused survey for active nests of raptors and migratory birds within and in the vicinity of (no less than 100 feet outside project boundaries, where possible) the proposed construction area no more than 72 hours prior to ground disturbance when project activities are planned to occur during the nesting season for local avian species (generally March 1 through August 31). If no active nests are found, project activities may proceed without further requirements under this mitigation measure. If an active nest is located during preconstruction surveys, USFWS and/or CDFW (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted, as necessary, to avoid disturbance of the nest until it is abandoned or the consulting regulatory agency deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around the nest) or alteration of the construction schedule.</p> <p>MM4.3-3 The project applicant shall retain a qualified biologist approved by Los Angeles County to conduct a focused survey for special status bat species in the proposed construction area and immediate vicinity. The survey shall be conducted no more than 30 days prior to the onset of major construction activities. If sensitive bat species or roosts are identified within the project area during pre-construction surveys, USFWS and/or CDFW shall be notified regarding appropriate avoidance or disturbance minimization measures. Furthermore, construction activities shall be restricted based on USFWS and/or CDFW guidance. Restrictions may include establishment of avoidance buffer zones, implementation of species-specific disturbance minimization measures, alteration of the construction schedule, and/or placement of one-way bat doors to exclude entrance of bats into the roosting location.</p>	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.3-2 Implementation of the Specific Plan could have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	MM4.3-4 The project applicant shall consult with the USACE to establish which, if any, wetland features or local drainage in a particular location qualify as jurisdictional under the Clean Water Act (CWA). If necessary, the project applicant shall retain qualified personnel approved by Los Angeles County to perform a wetland delineation following USACE guidelines to establish actual acreage of potential impact. If feasible, the project shall be designed to avoid all impacts to wetlands and jurisdictional waters of the US. If wetlands and jurisdictional waters of the US cannot be avoided, a 'no net loss' of wetlands policy shall be employed and the appropriate permits (i.e., CWA Sections 404 and 401 and Lake or Streambed Alteration Agreement) shall be obtained prior to issuance of grading permits.	LTS
Impact 4.3-2 Implementation of the Specific Plan could conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	MM4.3-5 Projects within the Specific Plan area shall be designed with the intention of preserving large (six inch diameter at breast height or greater) oak trees. If project implementation requires removal of large oak trees, then the applicant shall coordinate with Los Angeles County Department of Regional Planning staff to replace an equivalent number of removed oaks in a suitable area undergoing restoration within the County that is also relevant to the SPA so that there is no net loss of oak trees from project implementation and local residents may enjoy the restored resource. At the discretion of the County, this may require replanting trees at a higher ratio (to be determined by the county) than what was removed and developing a mitigation monitoring plan to ensure growth in the restored area. The timeframe for completion of this measure shall be determined and approved in collaboration with county staff.	LTS
CULTURAL RESOURCES			
Impact 4.4-1 Implementation of the Specific Plan could cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	MM4.4-1 Prior to issuance of the first permit for projects pursuant to the Specific Plan, activities that would physically affect any listed or potentially eligible historic buildings, structures, or features aged 50 years old or older or affect their historic setting, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History shall be retained to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and Los Angeles County, the appropriate archival research, including, if necessary, a records search at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed plan. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods would include, but are not limited to, written and photographic recordation of the resource in accordance with the	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.	
Impact 4.4-2 Implementation of the Specific Plan could cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	MM4.4-2 Prior to issuance of the first permit for projects pursuant to the Specific Plan, the project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to determine if the project could result in a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the archaeologist and the County of Los Angeles and based on existing site conditions, a records search of the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS), updated Native American consultation, and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any archaeological resources within the development area and includes recommendations and methods for eliminating or avoiding impacts on archaeological resources. The measures shall include, as appropriate, subsurface testing of archaeological resources and/or construction monitoring by a qualified professional and, if necessary, appropriate Native American monitors identified by the applicable tribe (e.g., the Gabrieliño Tongva Nation) and/or the Native American Heritage Commission. The technical report or memorandum shall be submitted to Los Angeles County for approval. As determined necessary by the County, environmental documentation (e.g., CEQA documentation) prepared for future development within a specific project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on archaeological resources identified in the technical report or memorandum.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.4-3 Implementation of the Specific Plan could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	MM4.4-3 Prior to issuance of the first building permit for projects pursuant to the Specific Plan, the project applicant shall retain a professional paleontologist to determine if the project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The investigation shall include, as determined appropriate by the paleontologist and Los Angeles County, a paleontology records check and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies the paleontological sensitivity of the development area and includes recommendations and methods for eliminating or avoiding impacts on paleontological resources or unique geologic features. The technical report or memorandum shall be submitted to the County for approval. As determined necessary by the County, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on paleontological resources or unique geologic features identified in the technical report or memorandum. Projects that would not encounter undisturbed soils and would therefore not be required to retain a paleontologist shall demonstrate nondisturbance to the County through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities.	LTS
Impact 4.4-4 Implementation of the Specific Plan would not disturb any human remains, including those interred outside of formal cemeteries. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
GEOLOGY/SOILS			
Impact 4.5-1 Implementation of the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic groundshaking; seismic-related ground failure, including liquefaction; or landslides. This would be a <i>less-than-significant</i> impact.	LTS	No mitigation measures required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.5-2 Implementation of the Specific Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking or seismic-related ground failure, including liquefaction and lateral spreading. Although seismic groundshaking would occur during major earthquakes, with compliance with applicable state and City regulations, this impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.5-3 Construction and operation of future development under the Specific Plan would not result in substantial soil erosion, loss of topsoil, changes in topography or unstable soil conditions. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.5-4 Construction and operation of future development under the Specific Plan could be located on subsidence-prone and potentially liquefiable soils. However, with compliance with slope and soil stability standards required by the County General Plan, Building Code, and Grading Code, and implementation of code requirements, this impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.5-5 Future development in the Specific Plan area could be located on expansive soil. However, with compliance with soil stability standards required by the 2010 CBC and the County Grading Code, this impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
GREENHOUSE GAS EMISSIONS			
Impact 4.6-1 Implementation of the Specific Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be <i>significant and unavoidable</i> .	PS	MM4.6-1 Prior to issuance of building permits, GHG emissions shall be evaluated for the proposed project and a report issued to County Regional Planning for approval. The analysis shall ensure that the per service population emissions for the individual project, with the incorporation of amortized construction emissions, meets the SCAQMD thresholds for 2035. MM4.2-1 through MM4.2-9 would also apply.	SU
Impact 4.6-2 Implementation of the Specific Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be <i>significant and unavoidable</i> .	PS	MM4.2-1 through MM4.2-9 would apply.	SU
HAZARDS/HAZARDOUS MATERIALS			
Impact 4.7-1 Implementation of the Specific Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.7-2 Implementation of the Specific Plan could 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. This is considered a potentially significant impact. However, with compliance with existing regulations and implementation of mitigation measures, this impact would be <i>less than significant</i> .	PS	MM4.7-1 Prior to the issuance of grading permits on any project site, the site developer(s) shall: <ul style="list-style-type: none"> ■ Investigate the project site to determine whether it or immediately adjacent areas have a record of hazardous material contamination via the preparation of a preliminary environmental site assessment, which shall be submitted to the County for review. If contamination is found the report shall characterize the site according to the nature and extent of contamination that is present before development activities precede at that site. ■ If contamination is determined to be on site, the County, in accordance with appropriate regulatory agencies, such as Los Angeles County Fire Department, Los Angeles County Public Health 	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>Department, or County Division of Waste and Recycling, shall determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. If further investigation or remediation is required, it shall be the responsibility of the site developer(s) to complete such investigation and/or remediation prior to construction of the project.</p> <ul style="list-style-type: none"> ■ If remediation is required as identified by the local oversight agency, it shall be accomplished in a manner that reduces risk to below applicable standards and shall be completed prior to issuance of any occupancy permits. ■ Closure reports or other reports acceptable to the appropriate regulatory agencies, such as Los Angeles County Fire Department, Los Angeles County Public Health Department, or County Division of Waste and Recycling, that document the successful completion of required remediation activities, if any, for contaminated soils shall be submitted and approved by the appropriate regulatory agencies prior to the issuance of grading permits for site development. No construction shall occur in the affected area until reports have been accepted by the County. <p>MM4.7-2 In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction of the proposed plan, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and postdevelopment and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, postdevelopment maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Los Angeles County Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.</p>	
<p>Impact 4.7-3 Implementation of the Specific Plan could result in the handling of acutely hazardous materials, substances, or waste within 0.25 mile of sensitive land uses, but would not create a risk to human health from such activities. With compliance with existing regulations, this impact would be <i>less than significant</i>.</p>	LTS	No mitigation measures required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.7-4 Individual sites within the Specific Plan area are included on a list of hazardous materials sites and, as a result, could create a significant hazard to the public or environment. This is considered a potentially significant impact. However, with implementation of mitigation, this impact would be <i>less than significant</i> .	PS	MM4.7-1 and MM4.7-2 would apply.	LTS
Impact 4.7-5 Implementation of the Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
HYDROLOGY/WATER QUALITY			
Impact 4.8-1 Implementation of the Specific Plan would not violate any water quality standards or waste discharge requirements. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.8-2 Implementation of the Specific Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.8-3 Implementation of the Specific Plan would not 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 that would result in substantial erosion or siltation on or off site. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.8-4 Implementation of the Specific Plan would not 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 that would result in flooding on or off site. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.8-5 Implementation of the Specific Plan would not add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.8-6 Implementation of the Specific Plan would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.8-7 Implementation of the Specific Plan would generate runoff but would not violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.8-8 Implementation of the Specific Plan would not conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code Title 12, Chapter 12.84, and Title 22, Chapter 22.52). This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.8-9 Implementation of the Specific Plan would indirectly result in nonpoint source pollutant discharges into a State Water Resources Control Board-designated Area of Special Biological Significance. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.8-10 Implementation of the Specific Plan would not otherwise substantially degrade water quality. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.8-11 Implementation of the Specific Plan would not place structures in areas subject to inundation by seiches. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
LAND USE/PLANNING			
Impact 4.9-1 Implementation of the Specific Plan would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
NOISE			
Impact 4.10-1 Implementation of the Specific Plan could result in the 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. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to less than significant. This impact would be <i>significant and unavoidable</i> .	PS	<p>MM4.10-1 HVAC Mechanical Equipment Shielding. For each development under the Specific Plan, prior to the approval of building permits or site plan review for nonresidential development, the project sponsor shall submit a design plan demonstrating that the noise level from operation of mechanical equipment will not exceed the exterior noise level limits for a designated receiving land use category as specified in Noise Control Ordinance Section 12.08.390. Noise control measures may include, but are not limited to, the selection of quiet equipment, equipment setbacks, silencers, and/or acoustical louvers.</p> <p>MM4.10-2 Site-Specific Acoustic Analysis—Nonresidential Development. For each development under the Specific Plan, prior to the approval of building permits or site plan review for new nonresidential land uses, an acoustical analysis shall be performed to determine the existing noise level. If the noise level exceeds 70 dBA CNEL (unless a higher noise compatibility threshold (up to 75 dBA CNEL) has been determined</p>	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>appropriate by Los Angeles County), the analysis shall detail the measures that will be implemented to ensure exterior noise levels are compatible with the proposed use. Measures that may be implemented to ensure appropriate noise levels include, but are not limited to, setbacks to separate the proposed habitable structure from the adjacent roadway, or construction of noise barriers on site.</p> <p>MM4.10-3 Site-Specific Acoustic Analysis—Multifamily Residences. For development under the Specific Plan, prior to the approval of building permits or site plan review for the following uses, an acoustical analysis shall be performed to ensure that interior noise levels due to exterior noise sources shall be below 45 dBA CNEL:</p> <ul style="list-style-type: none"> ■ Single-family or multifamily residential units where the first and/or upper floor exterior noise levels exceed 60 dBA CNEL ■ Multifamily outdoor usable areas (patios or balconies) where noise levels exceed 65 dBA CNEL ■ Multifamily residential units that are located within the same building as commercial development ■ Multifamily residential units located near a structure requiring an HVAC system ■ Prior to approval of building plans, noise attenuation for habitable rooms shall be approved by the County. Building plans shall be available during design review and shall demonstrate the accurate calculation of noise attenuation for habitable rooms. For these areas, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, based on the results of the interior acoustical analysis, the design for buildings in these areas may need to include a ventilation or air conditioning system to provide a habitable interior environment with the windows closed. Residential air conditioning systems shall comply with Noise Control Ordinance Section 12.08.530. Additionally, for new multifamily residences on properties where train horns and railroad crossing warning signals are audible, the acoustical analysis shall ensure that interior noise levels during crossing events do not exceed the Interior Noise Standards in Noise Control Ordinance Section 12.08.400. 	

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
<p>Impact 4.10-2 Implementation of the Specific Plan could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to less than significant. This impact would be <i>significant and unavoidable</i>.</p>	PS	<p>MM4.10-4 Construction Vibration. For all construction activities for projects within the Specific Plan area, whether discretionary or subject only to site plan review, the construction contractor shall implement the following measures during construction:</p> <ul style="list-style-type: none"> a. The construction contractor shall provide written notification to all residential units and nonresidential tenants at least three weeks prior to the start of construction activities within 115 feet of the receptor informing them of the estimated start date and duration of daytime vibration-generating construction activities. b. Stationary sources, such as temporary generators, shall be located as far from off-site receptors as possible. c. Trucks shall be prohibited from idling along streets serving the construction site. <p>The project contractor shall submit a construction vibration control plan to the County for approval prior to commencement of construction activities.</p> <p>MM4.10-5 No pile-driving activities shall occur adjacent to any historic buildings without prior approval by the County. The County shall retain approval authority for pile-driving activities for all projects under the Specific Plan, whether discretionary or subject only to plan review. If it is determined that pile-driving would likely cause damage to adjacent fragile buildings, alternative methods for building foundations shall be implemented that do not include pile driving.</p> <p>With regard to increased truck traffic, which could both damage fragile buildings or adversely affect sensitive receptors, heavy trucks would be restricted to designated haul routes during construction, which would be approved by the County pursuant to mitigation measure MM4.10-6.</p> <p>MM4.10-6 Prior to commencement of construction, the project sponsor shall submit proposed haul routes to and from the project site, subject to approval by the County. The haul routes shall avoid residential areas to the maximum extent feasible.</p> <p>MM4.10-7 Gold Line Groundborne Vibration. For each project within 115 feet of the Gold Line pursuant to the Specific Plan, whether discretionary or subject to site plan review only, the project sponsor shall implement the FTA and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains. Specifically, Category 1 uses (vibration-sensitive equipment) within 115 feet from the Gold Line, Category 2 uses (residences and buildings where people normally sleep) within 70 feet, and Category 3 uses (institutional land uses) within 55 feet shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with FTA and FRA guidelines. The groundborne vibration analysis, including identification of feasible vibration control measure, shall be submitted to and approved by the County prior to commencement of construction activities. All feasible vibration control measures deemed appropriate by the County shall be incorporated into site design.</p>	SU

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

Environmental Impact	Level of Significance Before Mitigation	Recommended Mitigation Measures	Level of Significance After Mitigation
<p>Impact 4.10-3 Implementation of the Specific Plan could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This is considered a potentially significant impact. Because no feasible mitigation is available to reduce this impact to less than significant, it would remain <i>significant and unavoidable</i>.</p>	PS	No feasible mitigation measures available.	SU
<p>Impact 4.10-4 Implementation of the Specific Plan could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i>.</p>	PS	<p>MM4.10-8 Construction Noise Plan. Prior to issuance of a building permit or site plan review for development in the Specific Plan area, the project sponsor shall submit a Construction Noise Plan for review and approval by Los Angeles County. The applicant shall implement the following measures as necessary during construction of the proposed plan to ensure compliance with the noise level limits in Noise Control Ordinance Section 12.08.440:</p> <ul style="list-style-type: none"> ■ To the extent feasible, the noisiest construction activities shall be scheduled during times that would have the least impact on nearby residential land uses. This would include restricting typical demolition and exterior construction activities to the hours of 8:00 AM to 6:00 PM Monday to Friday. ■ Equipment and trucks used for proposed plan construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible. ■ Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed plan construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. ■ Construction contractors, to the maximum extent feasible, shall use “quiet” gasoline-powered compressors or other electric-powered compressors, and use electric rather than gasoline or diesel powered forklifts for small lifting. ■ Stationary noise sources, such as temporary generators, shall be located as far from nearby receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. ■ Install temporary plywood noise barriers 8 feet in height around the construction site to minimize 	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		construction noise at the property lines of the adjacent uses. <ul style="list-style-type: none"> ■ Trucks shall be prohibited from idling along streets serving the construction site. ■ Implement “quiet” pile driving technology (e.g., vibratory pile driving or pre-drilled pile holes), where feasible, in consideration of geotechnical and structural requirements and conditions. The effectiveness of noise attenuation measures will be monitored by taking noise measurements during the first typical full day of construction during each phase of construction.	
POPULATION/HOUSING			
Impact 4.11-1 Implementation of the Specific Plan would not induce substantial population growth, either directly or indirectly, or cumulatively exceed official regional or local population projections. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
PUBLIC SERVICES			
Impact 4.12-1 Implementation of the Specific Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.12-2 Implementation of the Specific Plan would not create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.12-3 Implementation of the Specific Plan would not create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for schools. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.12-4 Implementation of the Specific Plan would not create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for libraries. This is considered a less-than-significant impact. Implementation of mitigation would further reduce this <i>less-than-significant</i> impact.	LTS	MM4.12-1 Project developers shall pay the current library fee at the time of building permit issuance (\$830.00 per residential unit as of July 1, 2011) to the County of Los Angeles to offset the demand for library items and building square footage generated by the proposed plan. The library mitigation payment shall be made on a building permit by building permit basis by the developer for residential projects.	LTS
RECREATION			
Impact 4.13-1 Implementation of the Specific Plan would 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 and would create capacity or service level problems. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	MM4.13-1 Project developers shall comply with the County Ordinance through a combination of park development and/or fee payments at the time of building permit issuance at the rate currently in effect to Los Angeles County to offset the demand for park services generated by the proposed Plan. The mitigation payment shall be made on a building-permit-by-building-permit basis by the developer for discretionary projects.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.13-2 Implementation of the Specific Plan could include recreational facilities or require the construction or expansion of such facilities, which might have an adverse physical effect on the environment. This is considered a potentially significant impact. However, implementation of mitigation identified in Sections 4.1 through 4.16 of this EIR would reduce this impact to <i>less than significant</i> .	PS	All mitigation measures apply.	LTS
TRANSPORTATION/TRAFFIC			
Impact 4.14-1 Implementation of the Specific Plan could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be <i>significant and unavoidable</i> .	PS	<p>MM4.14-1 Prior to issuance of the first building permit for development under the East LA 3rd Street Specific Plan, Los Angeles County shall install traffic signals at the following intersections:</p> <ul style="list-style-type: none"> ■ Indiana Street/Cesar E Chavez Avenue ■ Downey Road and SR-60 eastbound off-ramp <p>MM4.14-2 <i>Construction Traffic Management Plan.</i> Prior to commencement of any construction activities, the project sponsor shall prepare and submit for County approval a Construction Traffic Management Plan prepared by a licensed traffic engineer in accordance with the California Manual on Uniform Traffic Control Devices. The plan shall identify the location and timing of anticipated roadway closures and the alternative routes to be utilized during project construction and shall be designed to:</p> <ul style="list-style-type: none"> ■ Prevent traffic impacts on the surrounding roadway network ■ Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable ■ Ensure safety for both those constructing the project and the surrounding community ■ Prevent substantial truck traffic through residential neighborhoods <p>The Construction Traffic Management Plan shall be subject to review and approval by the following County departments: Public Works Department, Fire, Regional Planning, and Sheriff to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:</p> <p><u>Ongoing Requirements throughout the Duration of Construction</u></p> <ul style="list-style-type: none"> ■ A detailed traffic control plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area 	SU

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the project's construction activities that may impede emergency access or disrupt normal pedestrian and traffic flow and the measures to address these disruptions and ensure that emergency access is available at all times. Such plans shall be reviewed and approved by the County prior to commencement of construction and implemented in accordance with this approval.</p> <ul style="list-style-type: none"> ■ Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit. ■ Streets and equipment shall be cleaned in accordance with established PW requirements. ■ Trucks shall only travel on a County-approved construction route. Truck queuing/staging shall not be allowed on public or private streets. Limited queuing may occur on the construction site itself. ■ Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on site, with a minimum amount of materials within a work area in the public right-of-way. ■ Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the County. <p><u>Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction</u></p> <ul style="list-style-type: none"> ■ The project sponsor shall advise the traveling public of impending construction activities (e.g., information signs, portable message signs, media listing/notification, implementation of an approved Construction Traffic Management Plan). ■ The project sponsor shall obtain appropriate permits for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way. ■ The project sponsor shall provide timely notification of construction schedules to all affected agencies (e.g., LA Metro, Sheriff Department, Fire Department, Public Works Department, and Regional Planning) and to all owners and residential and commercial tenants of property within a radius of 500 feet. ■ The project sponsor shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal. ■ The project sponsor shall obtain County Public Works approval of any haul routes for earth, concrete, or construction materials and equipment hauling. 	

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.14-2 Implementation of the Specific Plan could conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be <i>significant and unavoidable</i> .	PS	MM4.14-1 and MM4.14-2 would apply.	SU
Impact 4.14-3 Implementation of the Specific Plan would not substantially increase hazards due to a design feature or incompatible uses. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.14-4 Implementation of the Specific Plan could result in inadequate emergency access. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to <i>less than significant</i> .	PS	MM4.14-2 would apply.	LTS
Impact 4.14-5 Implementation of the Specific Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
UTILITIES/SERVICE SYSTEMS			
Impact 4.15-1 Implementation of the Specific Plan would not create water system capacity problems or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.15-2 Implementation of the Specific Plan would require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This is considered a potentially significant impact. Because no feasible mitigation is available to reduce this impact to a less-than-significant level, this would remain <i>significant and unavoidable</i> .	PS	No feasible mitigation measures available.	SU
Impact 4.15-3 Implementation of the Specific Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.15-4 Implementation of the Specific Plan would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.15-5 Implementation of the Specific Plan would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable; BI = beneficial impact			
<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Recommended Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.15-6 Implementation of the Specific Plan would not result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.15-7 Implementation of the Specific Plan would not be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.15-8 Implementation of the Specific Plan would not comply with federal, state, and local statutes and regulations related to solid waste. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS
Impact 4.15-9 Implementation of the Specific Plan would not require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities, the construction of which could cause a significant environmental impact. This impact would be <i>less than significant</i> .	LTS	No mitigation measures required.	LTS

CHAPTER 3 Project Description

This chapter provides a detailed description of the proposed project, which is the East Los Angeles 3rd Street Specific Plan. Specifically, this chapter describes the Specific Plan location, the existing characteristics of the Specific Plan area (SPA), the objectives and key characteristics of the Specific Plan, and the required discretionary approvals.

3.1 PROJECT LOCATION AND SETTING

3.1.1 Regional Context

The SPA is located in the geographic center of the unincorporated East Los Angeles community, which is located approximately 5 miles east of downtown Los Angeles. East Los Angeles is located between the City of Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east, and Commerce to the south (see Figure 3-1 [Regional Location Map] and Figure 3-2 [Specific Plan Area Map]). More detailed setting can be found, as appropriate, in each of the technical sections in Chapter 4 (Environmental Analysis).

3.1.2 Specific Plan Area

The approximately 2.5-square-mile SPA is comprised of the properties located within 0.5 mile to the north and south of four Metro Gold Line rail stations located within the SPA (Figure 3-3 [Proposed Regulating Plan]). The SPA is roughly bounded by Cesar Chavez Avenue to the north, Indiana Street to the west, Hubbard and Sixth Streets to the south, and Margaret Avenue and Atlantic Boulevard to the east. The SPA is bisected by the Pomona Freeway (State Route 60 [SR-60]) and Long Beach Freeway (Interstate 710 [I-710]) and is located about 0.5 mile north of the Santa Ana Freeway (I-5).

The SPA consists primarily of low-medium density and medium density residential, with public uses scattered throughout. The largest public use is the Calvary Cemetery located in the southwestern portion of the SPA. Neighborhood-serving commercial land uses are located primarily along the main arterials, such as Cesar Chavez Avenue, 3rd Street, and portions of 1st Street. Major commercial is located along South Atlantic Avenue.

Three parks totaling 55.6 acres are located within the SPA: Belvedere Park north, Belvedere Park south, and Obregon Park. Two additional parks, Salazar Park and Atlantic Boulevard Park, are located just outside the SPA boundary. Three cemeteries are located in the SPA totaling 147 acres. These include the Chinese Cemetery, the Serbian Cemetery, and the Calvary Cemetery. Thirteen public schools are in the SPA, including seven elementary, two middle, and three high schools, as well as one K–12 special education center and six private and out-of-area schools which children in East Los Angeles may attend.

■ 3rd Street and the Station Areas

3rd Street is an important east/west transportation corridor for the East Los Angeles community. While SR-60 accommodates much of the traffic that historically had utilized 3rd Street prior to the construction

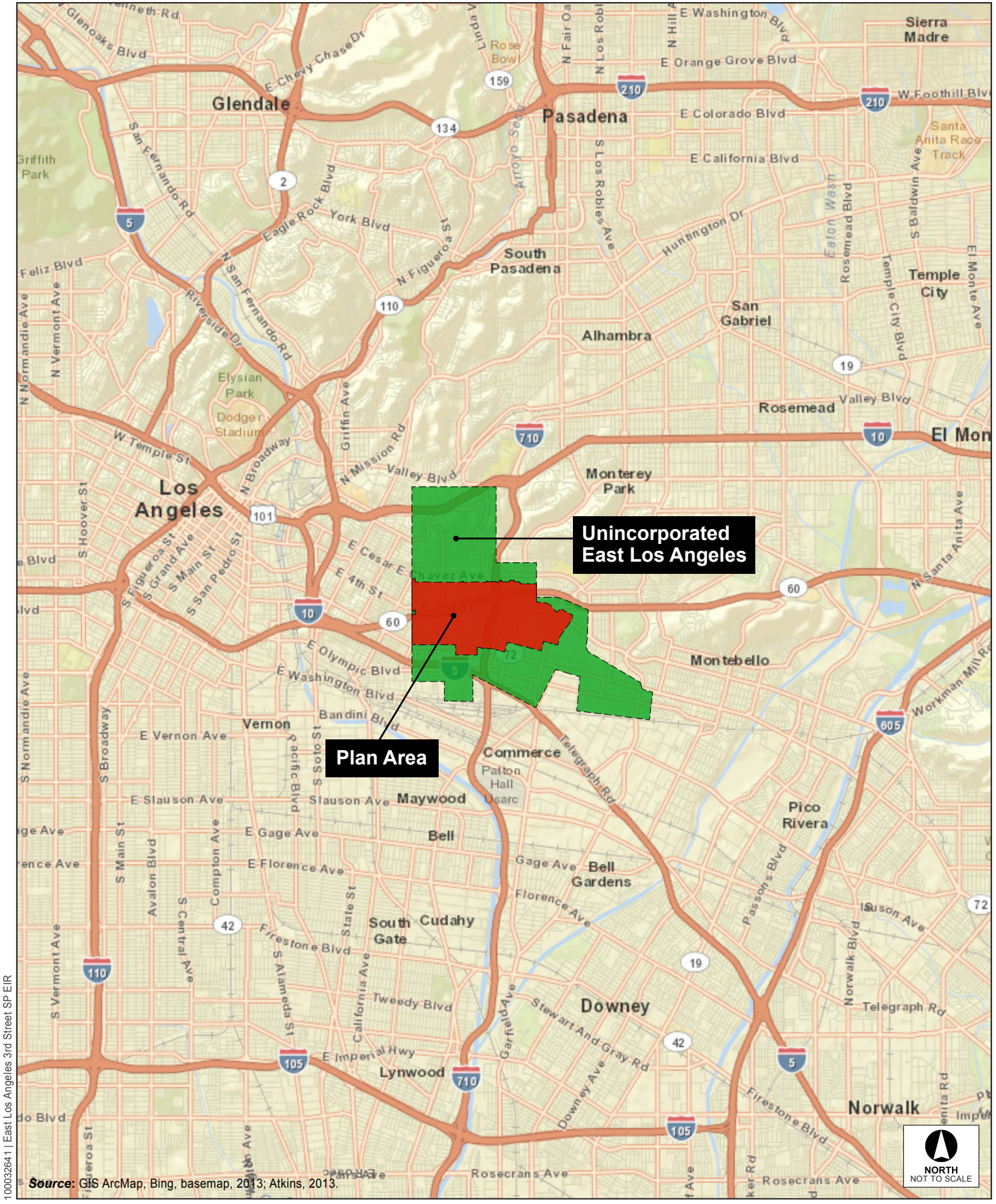
of the highway, high traffic volumes continue to occur along 3rd Street, particularly during peak demand hours. The following station area descriptions encompass existing development and land uses generally located within 0.5-mile radius of the station:

- **Indiana Station**—The Indiana Station is located at 210 S. Indiana Street. Indiana Street defines the SPA’s western boundary. It is a major gateway to East Los Angeles and within easy walking distance of both the 1st Street and 3rd Street corridors. Indiana Street and its vicinity are characterized by relatively low-intensity building types, including single-family homes that are used as both residences and businesses, one-story commercial buildings, one and two-story mixed-use buildings at 1st Street and Indiana Street, Ramona High School, and a 43-space surface parking lot dedicated to the Indiana Station and operated by Metro.
- **3rd Street West of SR-60 and East of I-710**—This portion of 3rd Street is isolated from the adjacent neighborhoods by SR-60 to the north and east, I-710 to the east, and Calvary Cemetery to the south. It is connected to the neighborhoods to the north by Sunol Drive, Eastern Avenue, and a pedestrian bridge at Marianna Avenue, and to the south via Downey Road and Eastern Avenue. This segment of 3rd Street lacks consistent streetscape and has narrow sidewalks located immediately adjacent to the vehicular pavement. There are also two freeway underpassings with limited nighttime lighting, which results in an unwelcoming and unsafe pedestrian passageway.
- **Maravilla and Civic Center Stations**—The Maravilla Station (4520 E. 3rd Street) and Civic Center Station (4780 E. 3rd Street) areas, spanning between Ford Boulevard and La Verne Avenue, consist of several underutilized parcels, including parking lots, vacant properties, and underutilized commercial buildings along 3rd Street.
- **Atlantic Station**—The Atlantic Station area (5150 E. Pomona Boulevard), consisting of the blocks roughly bounded by La Verne Avenue, Repetto Avenue, South Atlantic Avenue, and Telford Street, contains a number of underutilized properties, including the Southern California Edison (SCE) service yard and vehicle storage facility at the southeast corner of 3rd Street and Woods Avenue, auto-oriented uses where much of the property is devoted to surface parking, industrial uses, and auto-oriented retail and services.

■ The Corridors

Retail and businesses services supporting adjoining residential neighborhoods are concentrated along the corridors, with interspersed housing. The Cesar Chavez Avenue, 1st Street, and South Atlantic Boulevard corridors have a distinct built environment and varying economic functions as described below:

- **Cesar Chavez Avenue West**—The historic urban character of Cesar Chavez Avenue between Indiana Street and I-710 consists of commercial buildings that are oriented toward and primarily accessed from the street and sidewalk. Parking is generally located behind buildings and when present, is often accessed via alleys. The corridor also includes one-story single-family and multi-family residences located on individual lots with access primarily from the street. Where commercial properties have been redeveloped, the building is setback from the street with parking located in front or to the side of the building. When present, parking areas lack landscaping or are minimally landscaped.

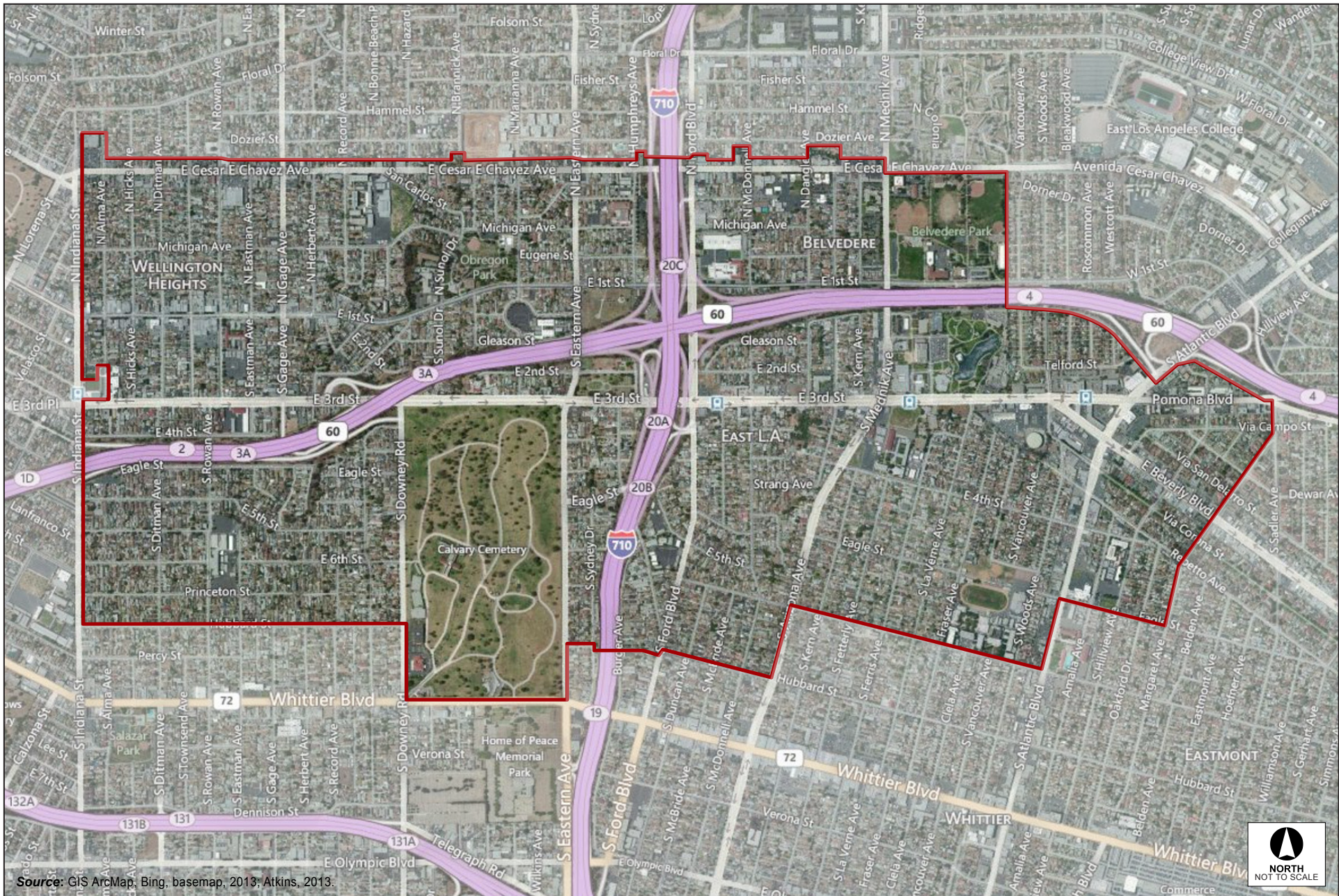


100032641 | East Los Angeles 3rd Street SP EIR

Source: GIS ArcMap, Bing, basemap, 2013; Atkins, 2013.



Figure 3-1
Regional Location



Source: GIS ArcMap, Bing, basemap, 2013; Atkins, 2013.

Figure 3-2
Specific Plan Area Map



Source: Department of Regional Planning, 2012.

Figure 3-3
Proposed Regulating Plan

- **Cesar Chavez Avenue East**—The eastern section of Cesar Chavez Avenue consists of a more historical development pattern, where predominantly one-story commercial buildings are situated closer to the street, with zero lot line setbacks, and parking is located in the rear or to the side of the building. Where commercial properties have been redeveloped, the building is setback from the street with parking located in front or to the side of the building. When present, parking areas lack landscaping or are minimally landscaped. East of Mednik Avenue, the uses consist of an affordable housing development (Nuevo Maravilla Public Housing), a private school, and a portion of Belvedere Park with multiple buildings and on-site surface parking lots.
- **First Street**—This corridor accommodates local-serving retail shops, restaurants, and services along First Street between Indiana Street to Bonnie Beach Place. Most commercial buildings are located along sidewalk edges with no on-site parking. When present, parking areas lack landscaping or are minimally landscaped. On-street parallel parking is present from approximately Indiana Street to Dickerson Avenue. Residential uses consisting of both single-family and multi-family dwellings are primarily present from approximately Bonnie Beach Place to the western boundary of the SPA.
- **South Atlantic Boulevard**—This area is characterized by more auto-oriented businesses and a concentration of under-capitalized commercial properties. A small number of new buildings with successful businesses have been recently constructed in this area. Commercial buildings are both located along the sidewalk edge and set back to the rear of the lot. Parking is frequently located on-site and is present along the sidewalk edges, behind or to the side of buildings. When present, parking areas lack landscaping or are minimally landscaped.

3.1.3 Existing East Los Angeles Community Plan Zoning Designations

The SPA currently contains ten zoning designations, as summarized in Table 3-1 (Summary of Existing Land Use).

<i>Land Use Designation</i>	<i>Land Use (Description)</i>	<i>Acres</i>
CC	Community Commercial	55.058
CM	Commercial Manufacturing	16.234
CR	Commercial Residential (30 du/ac)	43.291
LD	Low Density Residential (8 du/ac)	2.136
LMD	Low/Medium Density Residential (17 du/ac)	401.862
MC	Major Commercial	31.537
MD	Medium Density Residential (30 du/ac)	250.796
PU	Public Use	327.688
TC	Transportation Corridor	0.012
Total Area		1128.6
SOURCE: County of Los Angeles Department of Regional Planning (2013).		

3.1.4 Existing Surrounding Land Uses

As noted above, the SPA is located in the geographic center of the unincorporated East Los Angeles Community. Existing land uses in East Los Angeles area consist of similar uses to the proposed SPA, including low-medium density and medium density residential, commercial manufacturing, and low density residential farther north. Adjacent to the Specific Plan boundaries on all sides are low-medium density and medium density residential neighborhoods, as well as a various commercial and industrial uses, retail shopping centers, schools, cemeteries and hospitals.

3.2 PROJECT BACKGROUND

The Specific Plan was developed in response to the extension of the Metro Gold Line into East Los Angeles, with the expectation of new economic opportunities, transformative development, and jobs that would be facilitated by the extension. An extensive community outreach process was implemented, and the East Los Angeles Planning Advisory Committee (ELAPAC) was established in May and June 2009. The ELAPAC was comprised of twenty-one members who were both elected by the community and appointed by the Supervisor Molina of the First Supervisorial District. The discovery and outreach process included reviewing and evaluating relevant planning documents for the SPA, interviewing regulatory agencies and stakeholder groups, and performing a fieldwork analysis of the following:

- Street Network, Streets, and Circulation
- Walkability and Pedestrian Safety
- Open Space and Recreation
- Civic Uses
- Building Intensity and Compatibility
- Commercial/Retail Locations and Intensities
- Utility Infrastructure
- Existing/Pending Development

The analysis was compiled into a Discovery Catalog of analytical information that was ultimately presented to the community during four Discovery Workshops held in July 2009. The catalog framed the key planning issues. A number of subsequent workshops were conducted with stakeholders, interest groups, and citizens to define the set of issues that the Specific Plan would address. Two week-long charrettes were held in August and October 2009, with ELAPAC members, county departments, and other stakeholders the first focusing on policy strategies and the second on design solutions. After the charrettes, four workshops were held in the neighborhoods of East Los Angeles, which included an extensive question-and-answer session and roundtable discussions of issues, concerns, and opportunities.

During the workshop process, the planning team recorded hundreds of comments and observations from stakeholders, and subsequently developed proposed policy and regulatory changes. The following ten goals guided the Specific Plan and framed the residents' vision of their community:

1. Enforce development standards and regulations
2. Balance street design with community context
3. Design the 3rd Street public realm space to support job creation and housing

4. Change zoning to support feasible commercial development
5. Promote sustainable and green infrastructure
6. Create public space/joint-use arrangements with schools and churches
7. Identify key sites for economic development opportunities
8. Harmonize land use regulations with transit-oriented development opportunities
9. Pursue affordable housing through cooperative and joint ventures with other jurisdictions
10. Advocate the use of the Specific Plan as an integrated community vision

Six categories of goals and policies were developed in the Specific Plan, including Land Use and Urban Form, Housing, Economic Development, Historic Preservation, Mobility, and Public Realm. The text of the proposed goals and policies can be found in Specific Plan Chapter 1 (Appendix B).

3.3 EAST LOS ANGELES COMMUNITY PLAN

The East Los Angeles Community Plan (which encompasses the entire unincorporated community of East Los Angeles, including the SPA) was adopted in 1988, and its policies direct the course of development and pattern of land use in East Los Angeles. The policies include revitalization of commercial areas, limitations of new buildings to 40 feet in height, and regulation of signs and billboards. Expressed goals include to retain the single-family residential lifestyle of the community; meet housing demand; improve local transit and circulation; protect community health, safety, and general welfare; encourage high standards of development; and improve the aesthetic quality of the community. Other goals include more efficient delivery of services and create an environment conducive to economic growth.

3.4 PROJECT OBJECTIVES

The following objectives have been identified for the proposed project:

- Transform 3rd Street through infill of vacant properties and reuse of underutilized buildings, and transform the areas around the Gold line stations into vibrant, pedestrian-friendly, mixed-use centers
- Enhance the image of the community through visually attractive and high-quality development that is in scale with the adjoining neighborhoods
- Protect and enhance the character of residential neighborhoods through streetscape improvements, more open space, and improved property maintenance
- Cultivate new job creation and economic development
- Address parking through development regulations and strategies to ensure that adequate parking is provided for new uses and reasonable parking regulations for infill development and new businesses
- Achieve a balanced mobility system through improvement of pedestrian and bicycle connections to public transit and enhancement of the built environment

- Increase access to open space and recreation opportunities
- Protect and promote local history and culture, including protection of existing cultural and historical resources and opportunities for public art

3.5 PROJECT CHARACTERISTICS

The proposed Specific Plan defines a vision and establishes standards and strategies for the revitalization of the SPA using the principles of TOD. TOD takes advantage of its location near transit to create a vibrant community, walkable streets, and safe access to transit. The SPA will include vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; a mix of uses, with residential and employment densities that support transit use; and a range of housing options.

The Specific Plan presents a vision for the future transformation of the SPA. The proposed plan is focused on the physical and economic change that is expected in East Los Angeles as a result of the Gold Line light-rail transit corridor. This will be achieved with a new development code that provides discrete development regulations for all new buildings and parking areas.

The four Metro station areas located along 3rd Street would be transformed into transit centers, with a mix of commercial and residential uses. Mixed-use buildings will incorporate amenities such as public plazas, outdoor dining, and public art as provided by the proposed development in Specific Plan Chapter 5 (Appendix B). The transit centers will serve residents, visitors, and employees. An increase in the variety and quality of goods and services is expected. The SPA's corridors would experience moderate change, with context-sensitive infill development, an improved streetscape, and an increase in the variety and quality of goods and services. Minor changes would be expected in the residential neighborhoods, consisting of improvements in streetscape, improvement in private property maintenance, and an increase in open space and green elements, such as street trees and landscaping.

3.5.1 Proposed Land Use Changes

The proposed Plan will complement and amend the East Los Angeles Community Plan to include a Specific Plan overlay for the SPA and changes to land use and zoning designations. The Specific Plan will allow existing development and uses and existing nonconforming development and uses in the SPA that legally exist at the time of adoption to continue until such time as such development is replaced and/or the uses are terminated by the property owner. Upon termination of existing uses or replacement of existing development by the owner, the Specific Plan would require all new land use and development activity on affected sites to conform to the Specific Plan.

The primary policy issues and expected land use changes associated with implementation of the Specific Plan will:

- Implement a form-based code that supersedes the Zoning Ordinance to better ensure good urban form, quality, and a pedestrian-oriented community.
- Establish mixed-uses by right (except in LMD, OS, and CV zone) to foster a more walkable, safer, and people-oriented area.

- Foster the development of additional residential units by allowing mixed uses in the TOD, CC, FS, AB, NC zones by right.
- Better balance parking standards for an established community within the context of the Gold Line by reducing the minimum amount of parking for all uses in the SPA, by allowing shared parking facilities, and by requiring no additional on-site parking for a change of use within an existing building.
- Improve pedestrian comfort and safety and access to transit by encouraging a mixture of housing, office, retail, service, and other neighborhood-serving amenities and development to be integrated into a walkable, people-oriented neighborhood.
- Foster streetscape improvements and traffic calming measures through tree plantings and landscaping in the public realm.
- Implement the County’s Bicycle Master Plan to foster a safer bicycling experience for both transportation and recreation.
- Improve enforcement of land use control standards through a discrete set of predictable development standards that better ensure good urban form and quality.
- Improve and increase access to open space and recreation by promoting the shared use of existing school recreational facilities.
- Protect the character of existing residential neighborhoods by focusing transformative changes in Specific Plan and the development code to the TOD, CC, FS, AB, and NC zones.

Table 3-2 (Summary of Proposed Zone Changes) shows the net change in acreage by zoning designation as a result of the proposed Plan.

Table 3-2 Summary of Proposed Zone Changes				
<i>Adopted Zoning</i>	<i>Description of Adopted Zoning</i>	<i>Proposed Zoning</i>	<i>Description of Proposed Zoning</i>	<i>Acres</i>
Civic				
CC	CC—Community Commercial	CV	Civic	0.519
CR	CR—Commercial Residential (30 du/ac)	CV	Civic	1.859
LMD	LMD—Low-Medium Density Residential (17 du/ac)	CV	Civic	4.959
MC	MC—Major Commercial	CV	Civic	0.590
MD	MD—Medium Density Residential (30 du/ac)	CV	Civic	8.564
P	P—Public Service Facilities	CV	Civic	113.216
<i>Subtotal Civic</i>				129.707

Table 3-2 Summary of Proposed Zone Changes

Adopted Zoning	Description of Adopted Zoning	Proposed Zoning	Description of Proposed Zoning	Acres
Low-Medium Density Residential				
CC	CC—Community Commercial	LMD	Low-Medium Density Residential	0.895
CM	CM—Commercial Manufacturing	LMD	Low-Medium Density Residential	2.033
CR	CR—Commercial Residential (30 du/ac)	LMD	Low-Medium Density Residential	6.177
LD	LD—Low Density Residential (8 du/ac)	LMD	Low-Medium Density Residential	2.136
LMD	LMD—Low/Medium Density Residential (17 du/ac)	LMD	Low-Medium Density Residential	372.895
MC	MC—Major Commercial	LMD	Low-Medium Density Residential	5.643
MD	MD—Medium Density Residential (30 du/ac)	LMD	Low-Medium Density Residential	193.712
P	P—Public Service Facilities	LMD	Low-Medium Density Residential	3.640
TC	TC—Transportation Corridor	LMD	Low-Medium Density Residential	0.012
<i>Subtotal Low-Medium Density Residential</i>				587.142
Mixed Use				
MC	MC—Major Commercial	MU-AB	Mixed Use	8.790
MD	MD—Medium Density Residential (30 du/ac)	MU-AB	Mixed Use	0.075
CC	CC—Community Commercial	MU-CC	Mixed Use	30.428
CM	CM—Commercial Manufacturing	MU-CC	Mixed Use	1.019
CR	CR—Commercial Residential (30 du/ac)	MU-CC	Mixed Use	9.761
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-CC	Mixed Use	1.980
MD	MD—Medium Density Residential (30 du/ac)	MU-CC	Mixed Use	40.226
P	P—Public Service Facilities	MU-CC	Mixed Use	6.374
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-MS	Mixed Use	2.432
MC	MC—Major Commercial	MU-MS	Mixed Use	8.260
MD	MD—Medium Density Residential (30 du/ac)	MU-MS	Mixed Use	3.227
CC	CC—Community Commercial	MU-NC	Mixed Use	5.379
CR	CR—Commercial Residential (30 du/ac)	MU-NC	Mixed Use	19.550
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-NC	Mixed Use	4.853
MC	MC—Major Commercial	MU-NC	Mixed Use	1.554
MD	MD—Medium Density Residential (30 du/ac)	MU-NC	Mixed Use	4.992
P	P—Public Service Facilities	MU-FS	Mixed Use	0.267
CC	CC—Community Commercial	MU-TOD	Mixed Use	17.837
CM	CM—Commercial Manufacturing	MU-TOD	Mixed Use	13.182
CR	CR—Commercial Residential (30 du/ac)	MU-TOD	Mixed Use	5.944
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-TOD	Mixed Use	14.742
MC	MC—Major Commercial	MU-TOD	Mixed Use	6.700

Adopted Zoning	Description of Adopted Zoning	Proposed Zoning	Description of Proposed Zoning	Acres
P	P—Public Service Facilities	MU-TOD	Mixed Use	3.619
<i>Subtotal Mixed Use</i>				211.194
Open Space				
P	P—Public Service Facilities	OS	Open Space	200.572
Total Acres				200.572

The proposed Plan could result in up to 2,287 single-family and 10,982 multifamily residential units and 6,762,422 square feet (sf) of commercial area that would all be in mixed-use buildings (based on the assumption of ground-floor commercial with residential units in upper floors). Table 3-3 (Summary of Existing and Proposed Uses) illustrates the existing and proposed land uses.

Land Use	Existing	Proposed	Net Increase
Residential units: SFR	2,008	2,287	279
Residential units: MFR	5,842	10,982	5,140
Commercial	1,842,178 sf	6,762,422 sf	4,920,244 sf

Mixed-use buildings would be up to three stories in height, with a floor-area-ratio (FAR)¹ for commercial uses as summarized for each zone in Table 3-4 (Summary of Proposed Building Heights and Density per Zone).

Proposed Zone	Max. Lot Coverage	Max. Number of stories	FAR
CV ^a	0.00	0.0	0.00
LMD	0.60	2.5	1.50
MU-AB	0.50	2.0	1.00
MU-CC	0.90	3.0	2.70
MU-FS	0.90	3.0	2.70
MU-NC	0.90	2.5	2.25
MU-TOD	0.90	3.0	2.70
OS ^a	0.00	0.0	0.00

SOURCE: County of Los Angeles Regional Planning (2013).

a. Values are 0 for CV and OS because these uses are not subject to these limitations.

¹ Floor-Area Ratio is a term that is used only for commercial uses, not for residential, civic, or open space. It is the maximum allowable floor area expressed as a ratio of square footage of development to lot size.

Figure 3-3 (Proposed Regulating Plan) identifies the six areas targeted for revitalization in terms of scale and distribution of buildings, uses, transit, services, open space, and other amenities.

■ 3rd Street and the Station Areas

The Specific Plan would accommodate urban, mixed-use building types along 1st Street and Indiana Street to reinforce a “Main Street” character. Over time, the parcels between Indiana Street and Alma Avenue, just to the east of the station, would be intensified with transit-oriented buildings that accommodate multi-family housing (facing Alma Avenue), ground floor retail or live-work units (facing the station), and parking for Gold Line commuters. The massing and scale of buildings that face Alma Avenue would be residential in character, while the portion facing the station would be more commercial in character. To provide more open space, a joint-use agreement between the Ramona High School and the County would be enacted to enable local residents to utilize recreational fields after school, during weekends and summer months.

For the segment of 3rd Street between the freeways, Downey Road, Sunol Drive, and Eastern Avenue would become more pedestrian-friendly and bicycle-friendly, creating more inviting connections to the north and south. On 3rd Street, safer sidewalks and a new attractive streetscape would be introduced on both sides of the street, generating a more inviting walking and jogging experience. These improvements will benefit residents and visitors.

The Maravilla Station area would be transformed through the gradual infill and development of underutilized parcels into a vibrant, urban, mixed-use environment that would also serve as a destination for visitors and employees and a location for community gathering and activities. Mixed-use buildings, housing, commercial buildings, and a number of catalytic projects would be introduced on 3rd Street’s various underutilized sites, particularly on the vacant parcels that exist on both the north and south sides of 3rd Street. New buildings would face the street with appropriate frontages and locate parking on the rear of the lot or on the ground floor, hidden from the view of the street by stores or offices.

In the Atlantic Station area, the Specific Plan would accommodate a variety of building types. More intense buildings would be introduced near the station (taller mixed-use buildings with retail ground floors); less intense types would be located near residential neighborhoods (lower height court buildings and row houses). This would provide a suitable transition between the higher intensity station-area development and the adjacent residential areas.

■ The Corridors

East Los Angeles’ corridors are the places where retail and business services are concentrated, along with some interspersed housing. Generally, these areas support the adjoining residential neighborhoods. The 1st Street, Cesar Chavez Avenue and Atlantic Boulevard corridors each have a distinctive built environment and economic functions, both of which would be improved in a manner that is consistent with existing characteristics. The Plan defines a palette of building types that are compatible with the historic scale and character of East Los Angeles. The palette accommodates a range of neighborhood-serving commercial activities and businesses, along with opportunities for many different types of residential housing units.

- **Atlantic Boulevard**—Attractive new buildings would be accommodated, located at the front of the lot, to define the edge of the street and create an attractive and comfortable place to walk. Parking would be located at the side or at the rear of the building, screened from the view of the street by hedges and/or low walls. In order to improve the urban character of the corridor and provide more valuable building frontage for retailers, the width of side yard parking lots would be minimized, so that buildings would be spaced as close to one other as practical. Primary and secondary vehicular access would be provided from the alley, dispersing departing customers onto the side streets which have lower traffic volumes and speeds than Atlantic Boulevard.
- **1st Street**—The Specific Plan would accommodate new infill buildings that reinforce the historic shop front pattern. Parking would be accommodated at the rear of the lot in open parking lots or in structured parking lined by upper floor uses. In either case, parking would be hidden behind 1st Street-facing shops. To provide additional options for higher-density infill projects, some residential lots behind and immediately adjacent to 1st Street-facing commercial lots would be zoned to allow for lot consolidation.
- **Cesar Chavez West**—The Plan would accommodate commercial and mixed-use buildings placed at or near the right-of-way and accessed directly from the sidewalk. The scale of the individual building masses would be similar to the scale of the existing historic buildings along the street, with large buildings being broken down into smaller building volumes. Parking would be located behind the building and accessed from the alley, when present. Sidewalks would be enlivened with storefronts, sidewalk dining, new streets trees, lighting, and street furniture.
- **Cesar Chavez East**—The Specific Plan would accommodate new buildings built up to the street right-of-way, rather than being located behind street-facing parking lots. Typical infill building types would include courtyard buildings comprised primarily of housing units with small retail or live-work spaced fronting Cesar Chavez Avenue; simple one-story commercial buildings; and two-story mixed-use buildings. Parking would be located beneath the residences and/or on the rear of the lot with customer and visitor parking located on the street.

In the Public Realm Plan (Chapter 2 of the Specific Plan), the open space strategy would improve the park network by using streets and pedestrian connections, bringing these amenities within a reasonable walking and biking distance for all residents. In addition to accommodating the needs of pedestrians, motorists, and bicyclists, Green Streets components would include a mature tree canopy that enhances the pedestrian experience, safer street crossings, integrated bike lanes and jogging paths, traffic calming measures, drought-tolerant plant material, and integrated lighting and way-finding signs.

Sustainable storm water treatment strategies are included in the Plan as well as implementation of Best Management Practices (BMPs) wherever feasible, which could include the inclusion of bioswales, rain gardens, planting of native and drought-tolerant plants, pervious paving, cisterns, and an infiltration system.

Large-canopy deciduous trees would be planted in parking lots and along streets to provide shade and reduce the heat island effect. Reclaimed water would be used wherever feasible for sustainable landscape irrigation and water conservation. The Public Realm Plan also includes providing wide, continuous sidewalks, safer and well-defined street crossings, clearly marked bicycle routes, traffic calming measures where appropriate, regional bike linkages, and amenities for bicyclists and bicycle parking in the station

areas. Opportunities for parks, paseos, and other open spaces are identified in the Plan, as well as improving neighborhood connections and shared use of public and institutional facilities.

The Mobility Strategy of the Plan is intended to provide tools to foster and create pleasant and convenient walking and biking facilities, street trees, landscaping, plazas and other pedestrian amenities within the public realm. This approach would preserve and improve the interconnected, historic street pattern and create a welcoming environment for pedestrians, cyclists, and motorists. A multi-modal approach to street design would enhance the quality of life, improve health and safety, increase property values, and improve the business climate.

Streetscape improvements are recommended for nearly all streets in the SPA. Street improvements would be required for specific development projects under the Plan to improve pedestrian and bicycle comfort and safety, reduce noise and enhance the living conditions, moderate the speed of vehicles without unreasonably impeding movement, provide convenient curbside parking for visitors or customers, and plant or replant street trees to shade and shelter pedestrians and to improve the quality of the public realm. Guidelines are included in the Plan concerning curb extensions, crosswalks, tree wells, street furniture, and street lights. A Parking Strategy is also identified to ensure sufficient on-site parking for individual development. The strategy provides options to conventional parking requirements and the provision of alternatives that are well-suited for a mature, transit-oriented community. Finally, the Plan includes a Bicycle Sharing Strategy to encourage the use of bicycles in the community and support the development of a multi-modal transportation network in East Los Angeles.

Currently, there is no historic designation or review process in place in the County of Los Angeles that would help protect historic, architectural, or cultural resources or help in the revitalization to restore the historic character to the area. The Historic Preservation Strategy of the Plan puts together a framework for a preservation strategy to foster historic preservation through community education, technical assistance and financial incentives for property owners to assist with redevelopment. The goals of the Historic Preservation Strategy are organized around concept areas of preservation policy: (1) public awareness; (2) identification, evaluation, and protection of historic resources; (3) incentives; and (4) integration with community development programs.

3.5.2 Development Code

Proposed Specific Plan Chapter 5 sets forth the Development Code that would supersede all County requirements for the SPA as outlined in Los Angeles County Zoning Code Title 22 (Zoning Ordinance) and would replace the East Los Angeles Community Standards District for the SPA. Whenever the Development Code Plan contains provisions that establish regulations (including but not limited to, standards such as heights, uses, parking requirements, and signage which are different from, more restrictive or more permissive than would otherwise be allowed pursuant to the provisions contained in the Zoning Ordinance, the Development Code would prevail and supersede the applicable provision of the Zoning Ordinance. For matters on which the Development Code is silent, applicable provisions of the Zoning Ordinance shall control. Whenever the Development Code Plan states it supersedes and replaces specific provisions of the Zoning Ordinance, the specified provision(s) of the Zoning Ordinance shall not apply. Whenever the Development Code states that it modifies the applicability of specific

provisions of the Zoning Ordinance, the specified provision(s) of the Zoning Ordinance shall only apply as modified by the Development Code.

The Development Code provides detailed regulations for development within the SPA and describes how these regulations will be used as part of the County's development review process. The Development Code defines development standards, land use standards, architectural standards, sign standards and block/subdivision standards for the SPA. To provide for smooth administration of the Development Code, the Specific Plan continues to rely upon the Zoning Ordinance for permit processing procedures (e.g., noticing, hearing, appeals, and expiration procedures). The Development Code's approach to regulating neighborhood character and building design begins from larger to smaller scale. The focus is through an integrated form-based code and design process as described in the Specific Plan: In addition, applicable to all new buildings (except House and Duplex/Triplex), development standards will be required to ensure good urban form and quality. New buildings would relate to the architectural characteristics of surrounding buildings, especially historic buildings, in order to be more compatible with their neighbors. The intent is not necessarily to replicate or emulate historic buildings, but to allow for a range of architectural expressions that complement the existing urban fabric. Therefore, proposed building designs would be based on and reflect thorough analysis of their surrounding patterns with regard to the following: Building orientation; horizontal and vertical building articulation; architectural style; building scale and proportion; roof line and form; fenestration pattern and detailing; architectural detailing; exterior finish materials and colors; and lighting and landscape patterns.

When there is no consistent architectural character or pattern found in the surrounding area, building design and massing would complement architectural characteristics of neighboring buildings which may be consistent with this Specific Plan. In some cases, where the existing context may not be well-defined, or may be undesirable, a proposed project can establish an architectural character and pattern from which future development may take its cues.

Further, all new buildings (except House and Duplex/Triplex) would address building massing and articulation, and at a minimum would have a distinctive: horizontal base; occupied middle; and eave, cornice and/or parapet line that complement and balance one another. Additionally, design standards for new building walls, surface materials, wall openings storefronts, roofs would be applied so that the Specific Plan's vision of good urban form and quality are achieved.

3.6 PROJECT IMPLEMENTATION

The objectives of the proposed Plan would be implemented through Plan policies and programs as well as recommendations enacted concurrently with Plan adoption (e.g., zone changes). The individual Plan policies can be found in draft Specific Plan Introduction. Zone changes and plan amendments to the Specific Plan would be processed in accordance with Los Angeles County Code Title 22.

3.7 INTENDED USE OF THIS EIR

This EIR is intended to provide compliance with CEQA and to provide information needed by the County to make decisions regarding all of the approvals and actions necessary to adopt the Specific Plan.

Further, the EIR supports all federal, state, regional, and local discretionary approvals (such as by responsible agencies) that may be required to implement the Specific Plan.

This EIR can be characterized as a first-tier EIR prepared pursuant to CEQA Guidelines Section 15152. The document is intended to act as an analytical superstructure for subsequent, more detailed analyses associated with individual discretionary project applications² consistent with the proposed Specific Plan. One of the County's goals in preparing the current document is to minimize the amount of new information that would be required in the future at the "project level" of planning and environmental review by dealing with cumulative impacts, regional considerations, and similar big-picture issues as comprehensively as possible in this document. The County recognizes that this document does not include the level of detail necessary to qualify as a project EIR, and anticipates that future discretionary projects will require more detailed environmental review at the time they are proposed.

Future site-specific approvals may be evaluated pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. "[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such ... [first tier decisions] and are ... consistent with local agencies' governing general plans and zoning" (*Koster v. County of San Joaquin* [1996] 47 Cal. App.4th 29, 36). Before deciding to rely in part on a first-tier EIR in connection with a site-specific project, a lead agency must prepare an "initial study or other analysis" to assist it in determining whether the project may cause any significant impacts that were not "adequately addressed" in a prior EIR (CEQA Guidelines Section 15152(f), PRC Section 21094(c)). Where this analysis finds such significant impacts, an EIR is required for the later project. In contrast, "[a] negative declaration or mitigated negative declaration shall be required" where there is no substantial evidence that the project may have significant impacts not adequately addressed in the prior EIR or where project revisions accepted by the proponent avoid any such new significant impacts or mitigate them "to a point where clearly" they are not significant.

CEQA Guidelines Section 15152 further provides that, where a first-tier EIR has "adequately addressed" the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may focus the examination of impacts on those that "were not examined as significant effects" in the prior EIR or "[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means." In general:

[s]ignificant environmental effects have been "adequately addressed" if the lead agency determines that:

- (A) they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
- (B) they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

² Discretionary projects are those projects that the County has the authority to disapprove as opposed to projects that would be allowed by right and would not require discretionary action by the County.

Here, as noted above, whenever project proponents within the County submit applications for site-specific approvals in the SPA, the County will prepare initial studies in order to determine how much new information will be required for the environmental review for such proposals. In preparing these analyses, the County will assess, among other things, whether any of the significant environmental impacts identified in this program/first-tier EIR have been “adequately addressed.” Thus, the new analyses for these site-specific actions will focus on impacts that cannot be “avoided or mitigated” by mitigation measures that either (i) were adopted in connection with the proposed Specific Plan or (ii) were formulated based on information in this EIR.

3.8 REQUIRED APPROVALS AND ACTIONS

Adoption of the East Los Angeles 3rd Street Specific Plan requires approval of the following actions by the County:

- Certification of the EIR, including environmental findings pursuant to CEQA and adoption of Statement of Overriding Considerations
- Amendments to the County of Los Angeles General Plan
- Amendments to East Los Angeles Community Plan
- Amendments to Title 22 of the County Code (Zoning Ordinance) and Zoning Map

3.8.1 Agencies

In addition to the County of Los Angeles (Lead Agency), there are state and local agencies that may have discretionary or appellate authority over the project and/or specific aspects of development pursuant to the proposed Plan. The responsible agencies will also rely on this EIR when acting on such subsequent specific projects. Those state or local agencies that would rely upon the information contained in this EIR when considering approval may include, but are not limited to, the following:

- South Coast Air Quality Management District
- California Regional Water Quality Control Board (Permit for dewatering during construction if necessary and National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- California Department of Transportation (Caltrans)
- California Department of Toxic Substance Control
- California Department of Fish & Wildlife

3.9 CUMULATIVE DEVELOPMENT SCENARIO

CEQA Guidelines Section 15355 defines “cumulative impacts” as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” In general, these impacts occur in conjunction with other related developments whose impacts might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the project in combination with existing development and other expected future growth, the amount and location of growth expected to occur (in addition to the proposed plan) must be considered. As stated in CEQA Guidelines Section 15130(b), this reasonably foreseeable growth may be based on either of the following, or a combination thereof:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the agency
- A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions

For the purposes of this EIR, the potential cumulative effects of the proposed Plan are based upon a list of completed, approved, and pending projects identified by the County and neighboring jurisdictions, probable future projects, and build-out of the Specific Plan, depending upon the specific impact being analyzed. For some resources, such as geology and aesthetics, where impacts are site-specific, only those cumulative projects in the immediate vicinity of the project site are considered. The geographic context for the cumulative impact analyses is specified in each section. The list of related projects is identified in Table 3-5 (List of Related Projects).

Table 3-5 List of Related Projects			
<i>Project Address</i>	<i>Jurisdiction</i>	<i>Land Use</i>	<i>Units</i>
1032 S Indiana St	City of Los Angeles	Apartment building	3 du
4125 Whittier Bl	City of Los Angeles	CUP to establish a 25-unit affordable apartment complex of which 96% are restricted affordable for very-low-income residents and one nonrestricted managers unit with a total of 29 covered parking spaces. CUP is for residential use within a commercial zone.	25 du
658 S Ferris Ave	City of Los Angeles	Apartment complex	21 du
4816 E. 3rd St	County of Los Angeles	CUP to establish a new 24,800 sf, two-story community healthcare center that will provide adult and pediatric family practices, optometry, dentistry, and other clinical services on a 1.32-acre site in the IT (Institutional) Zone. Minor parking deviation for less than 29% reduction in required parking.	24,800 sf
5270 Pomona Bl	County of Los Angeles	Retail—used auto sales dealership	1,625,000 sf
5747 Whittier Bl	County of Los Angeles	Retail—used auto sales dealership	8,306,000 sf

SOURCE: County of Los Angeles Regional Planning (2013).
 du = dwelling unit; sf = square feet

CHAPTER 4 Environmental Impact Analysis

4.0 INTRODUCTION

This chapter contains the analysis of the potential environmental effects of the proposed project for the environmental topics that were identified through the NOP process. This chapter describes the existing environmental setting (i.e., existing conditions) for each topic at the time the NOP was published, the type and magnitude of the project’s potential individual and cumulative environmental impacts, the feasible mitigation measures that could reduce or avoid such impacts, and any residual impacts remaining after mitigation.

4.0.1 Environmental Topics

This chapter contains the analysis of the following environmental topics in the sections listed below:

- | | |
|---------------------------------|---|
| 4.1 Aesthetics | 4.9 Land Use/Planning |
| 4.2 Air Quality | 4.10 Noise |
| 4.3 Biological Resources | 4.11 Population/Housing |
| 4.4 Cultural Resources | 4.12 Public Services |
| 4.5 Geology/Soils | 4.13 Recreation |
| 4.6 Greenhouse Gas Emissions | 4.14 Transportation/Traffic |
| 4.7 Hazards/Hazardous Materials | 4.15 Utilities/Service Systems |
| 4.8 Hydrology/Water Quality | 4.16 Mandatory Findings of Significance |

The following two topics were scoped out from further consideration in the IS for the proposed Plan and are briefly discussed in Chapter 5 (Other CEQA Considerations):

- Agriculture/Forestry Resources
- Mineral Resources

4.0.2 Section Contents

Sections 4.1 through 4.16 of this chapter are each organized into the following major components:

- **Environmental Setting**—The setting includes pertinent data concerning the physical characteristics of the SPA that form the baseline conditions for the subsequent analysis of proposed Plan impacts
- **Regulatory Framework**—This subsection sets forth all pertinent plans, regulations, and statutes that pertain to the resource under discussion.
- **Impact Analysis and Mitigation Measures**—All direct and indirect impacts of the proposed Plan are analyzed and mitigation measures to reduce potentially significant impacts are identified, as applicable

- **Cumulative Impacts**—This subsection includes an analysis of the project’s impacts when considered with past, present, and reasonably foreseeable development that could combine to result in impacts to the resource
- **References**—List of all documents and other pertinent data utilized in the foregoing analysis

4.0.3 Classification of Environmental Impacts

The following level of significance classifications are used throughout the impact analysis in this Draft EIR:

- **No Impact**—A determination of no impact can be found in the Effects Not Found to be Significant subsection of each topic section, and is used when the proposed Plan would have no effect on the resource as it pertains to one or more identified thresholds of significance
- **Less than Significant**—If an impact is described as less than significant, it means that the proposed Plan would have an impact with regard to the threshold discussed for the resource, but the impact would not rise to the level of significance and no mitigation measures would be required
- **Potentially Significant**—A potentially significant impact is identified when the proposed Plan could have an impact with regard to a specific threshold, but the impact can be reduced to less than significant through implementation of mitigation measures identified in the analysis
- **Significant and Unavoidable**—An impact is determined to be significant and unavoidable if, in spite of implementation of mitigation measures, or if no feasible mitigation measures are available, the impact cannot be reduced to a level less than significant

4.1 AESTHETICS

This section of the Draft EIR analyzes the potential impacts on aesthetics from implementation of the proposed Plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix F to this Draft EIR, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); and East Los Angeles Community Plan (Los Angeles 1988). All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.1.1 Environmental Setting

■ Visual Character of Specific Plan Area

The Specific Plan area comprises approximately 2.5 square miles located in the geographic center of East Los Angeles, which is located approximately 5 miles east of downtown Los Angeles. The SPA is comprised of transit-oriented development (TOD) properties within a 0.5-mile radius from the four Metro Gold Line rail stations (Indiana Station, Maravilla Station, Civic Center Station, and Atlantic Station). The SPA is generally flat and does not contain any natural topographic features that could be considered visual resources. Approximately 56 acres (5 percent) out of the 1,128.6 acres of the SPA is designated as Open Space. Additionally, the SPA is surrounded on all sides by urban development with intermittent views of distant mountains to the north and east and is intersected by the Pomona Freeway (State Route 60 [SR-60]) and Interstate 710 (I-710). The SPA currently consists primarily of low-medium density and medium density residential use, neighborhood-serving commercial uses located along main arteries, and public uses. The SPA is generally characterized by strip-mall style development combined with residential lots. The existing buildings represent a mix of architectural styles, with no consistent architectural style dominant. However, public art, such as murals, have been incorporated throughout the SPA to help establish aesthetic features of value, community pride and a sense of identity. Commercial building heights are generally higher, from one to three stories, along 3rd Street, while residential building heights generally consist of one-story structures. Substantial building setbacks are common for the majority of residential and nonresidential structures, as they are typically set behind surface parking areas. These setbacks have minimum-maximum ranges requirements of zero to 10 feet for front yards and side street setbacks, zero to 12 feet for side yard setbacks, 10 feet with no maximum setback required for a rear yard with no alley, and a 3-foot maximum for rear yards with an alley. This type of development has been driven by the desire for vehicular access and business visibility where primacy is placed on signage visibility and availability of parking. The resulting building coverage is inconsistent and significantly lacks definition. In addition, the SPA consists of overcrowding of residential lots, awkward adjacent parcels, which creates discrepancies in the visual character of the corridors' aesthetic fabric and street frontages. As a result, the current aesthetic character of the SPA lacks cohesion, definition, and common aesthetic themes to interconnect the different zones into one unified area.

The 3rd Street corridor is an important east/west transportation corridor for the East Los Angeles community. While SR-60 accommodates much of the traffic that has historically utilized 3rd Street, very high traffic volumes continue to occur along 3rd Street, particularly during peak hours, resulting in an

automobile-dominated street. An alternative to automobile transportation in East Los Angeles is the Metro Gold Line, which runs along 3rd Street at four established stations. The existing conditions of the four Metro Gold Line rail stations along the 3rd Street corridor are described below:

- **Indiana Station**—Indiana Street defines the SPA’s western boundary. It is a major gateway to East Los Angeles and within easy walking distance of both the 1st Street and 3rd Street corridors. The Indiana Station is an outdoor station with an “overlapping-leaf” style roof awning structure for passengers to wait under, a site fence that has incorporated cut-out geometric metal panels, and landscaping comprised of flowering bushes and shrubs, which creates a fresh and modern aesthetic character. The station is well lit by overhead lights and exhibits a good use of signage. In addition, Indiana Street and its vicinity are characterized by relatively low-intensity building types, including single-family homes that are used as both residences and businesses, one-story commercial buildings, one and two-story mixed-use buildings at 1st Street and Indiana Street, Ramona High School, and a 43-space surface parking lot dedicated to the Indiana Station and operated by Metro. Immediately across from Indiana Station are residential lots with generally one-story structures that exhibit an older, deteriorating feeling. Indiana Street is well lit with old-fashion-style street lamps, which adds a visual theme to the mismatched architectural styles of the street/station.
- **3rd Street West of SR-60 and East of I-710**—This portion of 3rd Street is isolated from the adjacent neighborhoods by SR-60 to the north and east, I-710 to the east, and Calvary Cemetery to the south. It is connected to the neighborhoods to the north by Sunol Drive, Eastern Avenue, and a pedestrian bridge at Marianna Avenue, and to the south via Downey Road and Eastern Avenue. This segment of 3rd Street lacks consistent streetscape, contains vacant properties and underutilized buildings, and has narrow sidewalks located immediately adjacent to the vehicular pavement. There are also two freeway underpassings with limited nighttime lighting, which results in an unwelcoming and unsafe pedestrian passageway.
- **Maravilla Station**—The Maravilla Station is an outdoor station with a canopy-style awning structure with artistic metal worked panels hanging in each individual awning but does not incorporate any landscaping or other artistic features. The station is primarily concrete and generally lacks color and visually interesting features. Immediately across from Maravilla Station is the iconic original Taco King restaurant, as well as older residential structures, generally one-story with setbacks from the street (ranging from 3 feet to 12 feet for Low Medium Density Residential setback requirements with a 60 percent lot coverage). At this station, 3rd Street carries over the old-fashion-style street lamps and, while there is no streetscaping, landscaping from the restaurant and residential units add some vegetation to the otherwise urban environment. Surrounding areas consist of several underutilized parcels, including parking lots, vacant properties, and underutilized commercial buildings along 3rd Street
- **Civic Center Stations**—The Civic Center Station is an outdoor station with an awning structure that has a “blooming flower” and associated “leaf” coverage style. The awning style incorporates bright colors throughout the station area and creates a visual focal point for the station. The station has a bright, updated feeling that is well lit and utilizes signage well. This station is located east of the intersection of Arizona/Mednick Avenue and 3rd Street with a sports field and associated recreation facilities on the south side of the station across 3rd Street and the Edward R. Roybal comprehensive health center and other nonresidential buildings to the north. The surrounding areas neighboring the station on 3rd Street incorporate a wide range of streetscaping, from trees to shrubs, and continue with the old-fashion-style streetlamps. In addition, this

portion of 3rd Street exhibits a sense of identity and definition with an artistic mural, geometric building painting, and the station itself combining to create a bright, accessible environment.

- **Atlantic Station**—The Atlantic Station is an outdoor station that consists of triangular sail-type awning structures, rectangle and square forms arranged to create benches, incorporates a color palette of deep purples, reds, oranges, and blues. The station has a slight abstract feeling from the shapes and colors used throughout the space. This station is located between South Woods Avenue and South Atlantic Boulevard where 3rd Street turns into Pomona Boulevard. Immediate surrounding properties include Kaiser Permanente to the north and commercial uses to the south. The Atlantic Station theme is carried over to the Kaiser Permanente building and over to the commercial buildings immediately across from the station on the south side. In addition, a majority of the surrounding area around the station is used for surface parking lots. This portion of 3rd Street exhibits a wide range of streetscaping, from tall palm trees to flowering trees and shrubs.

Additionally, in the SPA are street corridors, where retail and business services are concentrated and interspersed with single-family and multi-family residential housing. Generally, these commercial areas support the adjoining residential neighborhoods. The 1st Street, Cesar Chavez Avenue, and South Atlantic Boulevard corridors have a noncohesive built environment but similar economic functions. The existing conditions of the corridors are described below:

- **Cesar Chavez Avenue West**—The historic urban character of Cesar Chavez Avenue between Indiana Street and I-710 consists of commercial buildings that are oriented toward and primarily accessed from the street and sidewalk. Parking is generally located behind buildings and is often accessed via alleys. This corridor is developed in a strip-mall style with intermittent single-family and multi-family residential housing units between commercial and retail buildings, which creates an inconsistent visual fabric. Generally, the building heights are one story with no setback from the street, except at the residential locations. Additionally, this corridor appears to be deteriorating and lacks visual definition and cohesion
- **Cesar Chavez Avenue East**—The eastern section of Cesar Chavez consists of a more historical development pattern, where commercial buildings are situated closer to the street and parking is located in the rear. This corridor exhibits a more-defined aesthetic style as new development is being established. Streetscaping is incorporated with a wide variety of trees, shrubs, and flowers, which adds interest to the street as well as helps to break up the hardscape.
- **South Atlantic Boulevard**—This area is characterized by more auto-oriented businesses and a concentration of under-capitalized commercial properties. A small number of new buildings with successful businesses have been recently constructed in this area. Commercial buildings are both located along the sidewalk edge and set back to the rear of the lot. Parking is frequently located on-site and is present along the sidewalk edges, behind or to the side of buildings. When present, parking areas lack landscaping or are minimally landscaped. Similar to the existing aesthetic character of the other corridors, this corridor exhibits strip-mall style development of commercial and retail buildings, generally one to two stories in height. Sparse streetscaping adds some interest to the corridor, but an overall aesthetic definition lacks.
- **First Street**—This corridor accommodates local-serving retail shops, restaurants, and services along First Street between Indiana Street to Bonnie Beach Place. Most commercial buildings are located along sidewalk edges with no on-site parking. When present, parking areas lack landscaping or are minimally landscaped. On-street parallel parking is present from approximately

Indiana Street to Dickerson Avenue. Residential uses consisting of both single-family and multi-family dwellings are primarily present from approximately Bonnie Beach Place to the western boundary of the SPA.

■ Existing Views

A viewshed is a geographic area composed of landforms, water surfaces, vegetation, and/or cultural elements that may be seen from one or more viewpoints and that has inherent scenic qualities and/or aesthetic value as determined by those who view it. Views within and surrounding the SPA mostly consists of urban development, both residential and commercial, and associated parking areas, views of SR-60, I-710, and I-5 (the Santa Ana Freeway), as well as the views of the distant mountains to the north and east.

■ Visual Character of Surrounding Areas

The SPA is located in the geographic center of the East Los Angeles community. East Los Angeles is located between the City of Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east, and Commerce to the south. Similar to the SPA, the surrounding cities are highly urbanized environments with open spaces incorporated throughout. The surrounding areas immediately adjacent to the SPA on all sides consist of low-medium to medium density residential neighborhoods that exhibit an older style.

■ Light and Glare

The SPA and surrounding area currently have typical ambient nighttime light levels for an urbanized area. A variety of sources produce artificial light in the urban setting in the Los Angeles Basin, including street lights, illuminated signs, automobile headlights, security lights associated with buildings and parking lots, and interior and exterior lighting from commercial and office buildings.

Glare is caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and brightly colored surfaces. The SPA consists primarily of low-medium density and medium density residential use, public uses, and associated surface parking lots, which presents only limited potential for glare, such as from light reflected off vehicle windows, and is typical of urban environments.

The existing low- and medium-rise residential buildings within the SPA presently create limited shade and shadow patterns that are contained within close proximity to each building. Additionally, there are no high-rise buildings within the SPA that would create more extensive shade and shadow patterns on other buildings in their immediate vicinity and in open space.

4.1.2 Regulatory Framework

■ Federal

There are no federal regulations related to aesthetics that apply to the proposed Plan.

■ State

The California Department of Transportation (Caltrans) designates scenic highway corridors. The project site is not visible from any existing designated (or eligible) scenic highways. The nearest highway that is designated as a state scenic highway is the Arroyo Parkway, which is a historic parkway at the north extension of I-110 and is north of the City of Los Angeles (Caltrans 2013).

■ Regional

There are no regional regulations related to aesthetics that apply to the proposed Plan.

■ Local

Los Angeles County General Plan

The Los Angeles County General Plan addresses aesthetic considerations and goals for future development within the county. Specifically, the Los Angeles County General Plan contains general policies relevant to visual quality and character of the proposed Specific Plan:

Conservation and Open Space Element

Protect Scenic Resources

- Policy 16** Protect the visual quality of scenic areas including ridgelines and scenic views from public roads, trails, and key vantage points.

General Policies

Land Use and Urban Development Pattern

- Policy 19** Revitalize declining portions of existing urban development, with particular attention to deteriorated industrial and low income residential areas.
- Policy 21** Promote compatible, environmentally sensitive development of by-pass vacant land in urban areas.

Urban Form

- Policy 25** Foster community identity and improve environmental quality by the compatible interrelation of a system of centers, major transportation facilities, and open space areas.
- Policy 37** Promote the preservation and enhancement of landmarks, sites, and areas of cultural, historical, archaeological and urban design significance.
- Policy 38** Promote and enhance the visual uniqueness of natural edges and encourage superior design of major entryways.

Housing and Community Development

- Policy 40** Promote the rehabilitation and revitalization of deteriorating neighborhoods.
- Policy 44** Preserve sound residential areas and protect them from intrusion of incompatible uses.

East Los Angeles Community Plan

In 1978 the East Los Angeles Community Plan was adopted by the Board of Supervisors. This document presents the 1978 plan incorporating changes and implementation programs proposed in 1988 by a professional planning team after review by a local volunteer citizens group. These recommendations are intended to ensure that the community plan is up-to-date and that plan policies will be implemented

The community plan establishes a framework of goals, policies and programs that is designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East Los Angeles. Although the plan is comprised of individual sections Which address a particular planning concern, it is structured as an integrated policy strategy in which a comprehensive range of community concerns and issues are treated.

Goals of the East Los Angeles Community Plan

Physical Environment Goals

- To encourage high standards of development and improve the aesthetic qualities of the community.

Community Plan Policies

Land Use

- Maintain and enhance the quality of healthy and stable residential neighborhoods.
- Allow for intensification of land uses only if it does not adversely impact existing uses, neighborhoods, and the existing character and density of the East Los Angeles Community.
- Hillside development should be designed to maximize view opportunities and minimize geological and soil hazards. Additionally, this type of development should be compatible with the surrounding natural environment and minimize the amount of land alteration.

Housing

- Replace residential units which cannot be rehabilitated with those that are compatible with the scale, character, and density of the surrounding neighborhood.

4.1.3 Impact Analysis and Mitigation Measures

■ Methodology

An assessment of visual impacts was prepared by evaluating the existing visual setting and comparing it to visual conditions assumed to occur under the proposed Plan. The SPA and surrounding land uses were observed and photographic documentation was taken to determine the short- and long-term visual effects of the proposed Plan.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on aesthetics if it would do any of the following:

- Have a substantial adverse effect on a scenic vista
- Be visible from or obstruct views from a regional riding or hiking trail
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features
- Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area

■ Effects Not Found to Be Significant

Threshold	Would the project be visible from or obstruct views from a regional riding or hiking trail?
Threshold	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The SPA is not located within the vicinity of a regional riding or hiking trail. The closest regional riding or hiking trail is located in Griffith Park in the Los Feliz area of Los Angeles, approximately 10 miles north of the Specific Plan area. The Specific Plan area is not readily visible from this area, and redevelopment as a result of the Specific Plan would not obstruct views from this hiking and equestrian area. As such, the Project would not be able to obstruct views from the surrounding area which may have regional riding or hiking trails and *no impact* would occur.

The project site is not within a state scenic highway. The nearest designated scenic highway is the historic Arroyo Parkway, which is the north extension of I-110 and is north of the City of Los Angeles. There are no other scenic resources that could be affected by implementation of the Specific Plan. There would be *no impact*. Additionally, there are no scenic resources designated within the East Los Angeles Community Plan (1988).

However, the Specific Plan contains goals and policies to protect historic resources within the SPA, which include, but not limited to, integrating historic preservation into community and economic development strategies; encourage maintenance of historic resources to help restore the historic character of neighborhood; and encourage salvaging of architectural elements that would otherwise be transported to landfills as a result of alterations or demolition. Additional explanation of historic preservation that may be related to the proposed project is mentioned in Section 4.4 (Cultural Resources) of this EIR.

As mentioned in Los Angeles County General Plan Conservation and Open Space Element adopted in 1980, there are no historical buildings specifically identified within the vicinity of a scenic highway.

Additionally, the Scenic Highway Element of the Los Angeles County General Plan does not mention any historic buildings or outcroppings located within the vicinity of a scenic highway that has the potential to substantially damaged with the implementation of the proposed project. In addition, the proposed Specific Plan includes improvements to streetscaping, which will protect existing trees as well as increase the number of trees within the SPA. Therefore, implementation of the proposed Specific Plan would have no impact to scenic resources including trees, rock outcroppings, and historic buildings and no further analysis of this issue is required in the Draft EIR.

■ Project Impacts and Mitigation

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

Impact 4.1-1 Implementation of the Specific Plan would not have a substantial adverse effect on a scenic vista. This impact would be *less than significant*.

Scenic vista may be described in two ways: panoramic views (visual access to a larger geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, setting, or feature of interest). Panoramic views are typically associated with vantage points that provide a sweeping geographic orientation not commonly available. Examples of panoramic views include urban skylines, valleys, mountain ranges, or large bodies of water. Focal views are generally defined to include views of natural landforms, public art/signs, and visually important structures, such as historic buildings. Changes to a scenic vista would be considered substantial if the development permitted under the Specific Plan would result in obstruction of a publicly accessible scenic view.

The SPA is currently characterized by a linear pattern of strip-mall style commercial and retail development with associated surface parking lots along 3rd Street. Building heights associated with all of the development areas within the SPA of nonresidential development would be a maximum of three stories and minimum of 9 feet for the basement, 14 feet for the ground floor, and 10-foot min for the upper floor. Residential building heights associated with the additional development within the SPA consists of a three-story maximum with a 9-foot minimum height for the basement floor, 11-foot minimum for the ground floor, and 9-foot minimum for the upper floor. Additional commercial, retail, and residential development, which generally consists of low-rise building heights, as well as open spaces are located in the areas surrounding the 3rd Street corridor. Due to the low building heights of existing buildings within the SPA, intermittent views of distant mountains can be seen from various points throughout the planning area.

According to the East Los Angeles Community Plan (1988), there are no designated scenic vistas within the community boundaries. Even though there are no designated scenic vistas within the SPA, a maximum building height of three stories would be implemented through the proposed Specific Plan's Development Code. Because development projects under the Specific Plan would be limited to a maximum three-story building height, future development would not be expected to block any views of the distant mountains compared to existing conditions because proposed building heights would be similar to the maximum existing building heights. In addition, development under the SPA would also not be expected to block these views from other vantage points outside of the SPA boundaries. Public

art, such as murals, have been incorporated throughout the SPA to help establish aesthetic features of value, community pride and a sense of identity. As the proposed project is intended to upgrade visual character of SPA, aesthetic features of value would not be significantly affected with implementation of the proposed project and existing aesthetic features of value would be preserved when applicable with regards to redevelopment associated with the proposed project. Therefore, implementation of the proposed Specific Plan would not have a substantial adverse effect on a scenic vista. Thus, this impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?
-----------	--

Impact 4.1-2 Implementation of the Specific Plan would not substantially degrade the existing visual character or quality of the site and its surroundings. This impact would be *beneficial*.

Existing aesthetic conditions within the SPA generally consist of strip-mall-style development combined with residential lots. The existing buildings represent a mix of architectural styles, with no consistent architectural style dominant. However, public art, such as murals, have been incorporated throughout the SPA to help establish community pride and a sense of identity. Commercial building heights are generally higher, from one to three stories, along 3rd Street, while residential building heights generally consist of one-story structures within the remaining target zones. A description of these target zones is described in Section 3.5 (Project Characteristics). Substantial building setbacks are common, as structures are typically set behind surface parking areas. This type of development has been driven by the desire for vehicular access and business visibility where primacy is placed on signage visibility and availability of parking. The resulting building coverage is inconsistent and significantly lacks definition. In addition, the SPA consists of overcrowding of residential lots, frequent improper street frontages, and awkward adjacent parcels, which creates discrepancies in the visual character of the corridors’ aesthetic fabrics. As a result, the current aesthetic character of the SPA lacks cohesion, definition, and common aesthetic themes to interconnect the different zones into one unified area. Figure 3-3 (Proposed Regulating Plan) illustrates the land uses within the corridors that contribute to this discrepancy in visual character.

The proposed Specific Plan provides a framework for future development within the SPA, concentrated along the Cesar Chavez Avenue, South Atlantic Boulevard, and 3rd Street corridors, and around the four Metro Gold Line stations as seen in Figure 3-3. New development pursuant to the Specific Plan would be concentrated on underutilized and vacant parcels. As noted above, the Specific Plan defines a vision and establishes goals and policies for the revitalization of the East Los Angeles community. Components include design and architectural guidelines for vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces. The visual improvements associated with the new development would serve to enhance the visual quality along the corridors, visually unify the SPA as a whole while still establishing each individual corridor’s own identity, and create an attractive environment that fosters pedestrian activity.

In terms of improving the aesthetic character of the SPA, the proposed Specific Plan includes objectives to enhance the image of the community through visually attractive and high-quality development, which

would be developed in scale with adjoining neighborhoods; to protect and enhance the character of the residential neighborhoods through improvements in streetscaping, additional open spaces, and improved property maintenance; to protect existing cultural and historic resources; and to provide opportunities for the inclusion of public art in the development and urban design process. The proposed Specific Plan would achieve these objectives through the implementation of the Development Code, which contains zone specific standards for development project under the Specific Plan. Standards set forth in the Development Code include, but are not limited to, buildings height limits that respect the various designated zones within the SPA; variety of building standards that break up building mass and regulate articulation; architectural standards and guidelines to regulate and ensure use of high-quality design, materials and colors; build-out and setback standards; landscape and open space requirements to ensure streetscape continuity within each designated zone; and Open Space zoning to create a balance between the developed and natural environments. In addition, the standards further identify building permit requirements within each zone; regulate development so that new and renovated buildings are pedestrian-scaled and compatible with existing neighborhoods; and regulate signage so that it is consistent with the character described for each zone.

Implementation of the standards set forth by the Development Code would develop and update the eight zones within the SPA with a cohesive and visually unified aesthetic theme. Furthermore, the Development Code identifies zone-specific standards to enhance each corridor with specific aesthetic features to further exhibit the corridor's history and identity. For example, the vision for the Cesar Chavez Avenue East is to preserve and enhance this historic and walkable neighborhood's character with new buildings that are urban in character but are designed with site planning and massing that fit into the existing East Los Angeles context. Infill development would consist of one-story commercial buildings and two-story mixed-use buildings, which would locate parking areas either beneath residential units, in the rear of the lot, or otherwise screened and obscured from view. Therefore, realization of the design standards would ensure that there would be an improvement in the visual character and quality of the SPA compared to existing conditions

Implementation of the proposed Specific Plan would not substantially degrade the existing visual character or quality of the site and its surroundings, as the Specific Plan would improve the existing urban landscape of strip-mall-style commercial and retail development with intermittent residential units to a visually interesting landscape focused on enhancing the historic character and context with an urban update that still exhibits the East Los Angeles identity and culture. Therefore, implementation of the proposed Specific Plan would result in a *beneficial impact* on the visual quality of the planning area. Since no adverse effect would result from the proposed Specific Plan, no mitigation is required.

Threshold	Would the project create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?
-----------	--

Impact 4.1-3 **Implementation of the Specific Plan would not create a new source of substantial shadows, light, or glare that would adversely affect day or nighttime views in the area. This impact would be *less than significant*.**

For the purposes of this analysis, light or glare effects evaluate the change in illumination level as a result of project sources and the extent to which project lighting would increase light, and glare within the SPA.

Shadows would be cast by buildings onto adjacent uses and would be considered significant only if they increase shadow on sensitive uses (i.e., residential yards or public open spaces) for a substantial portion of the day (generally considered to be more than 3 hours of full shadow). Implementation of the proposed Plan would result in greater intensity and density of development over that which currently exists, which could result in a greater potential for light and glare impacts.

Light

Future development that would be permitted under the Specific Plan would create new sources of light within the SPA, and as a result would increase overall nighttime lighting. Implementation of the Specific Plan would result in greater intensity and density of development over that which exists, resulting in a greater potential for light impacts. Artificial lighting would accompany all new development, including exterior lighting for streetlights, parking lots, signs, walkways, and interior lighting, which could be visible from outside. In addition, residential uses, considered light-sensitive receptors, are located throughout the SPA, with the majority located in the residential neighborhoods on the outer boundaries of the SPA. Thus, some areas may experience an increase in lighting with future development, with potential spillover light on adjacent lots.

Night illumination can affect people in several ways. For example, where intense lighting is viewed against a dark background, the contrast attracts the attention of the viewer and could be considered annoying. Under low-light conditions, the human eye adjusts to the brightest light within the field of view. If the range of light intensity to which the eye is exposed is large, the eye will be relatively insensitive to the more dimly lighted areas within the field of view. In addition, increased illumination can affect the suitability of sleeping areas, use of outdoor areas at natural light levels, and privacy. The degree of impacts may be related to the degree of change from the illumination levels to which people have become accustomed. Due to the urbanized nature of the SPA, a significant amount of ambient nighttime light currently exists, reducing the views of stars and affecting views of the nighttime sky. Streetlights and headlights along the major streets within the project site provide a significant amount of existing ambient light surrounding the SPA.

The following are examples of light levels, expressed in foot-candles:

- Bright and sunny day: 3,000 fc
- Professional baseball-field lighting: 300 fc
- Office: 50 to 75 fc
- Residential lighting at night: 7 to 10 fc
- Main road junction street lighting: 2.5 to 3.0 fc
- Bright moonlight: 0.1 fc

Implementation of the proposed Specific Plan would result in the development of existing vacant parcels, redevelopment, intensification, and reuse of existing buildings, as well as improvement in the streetscaping. Nighttime lighting would be included in future project development in a variety of forms, including security lighting; signage; street and parking area lighting; interior lighting for commercial, retail stores/restaurants, and residential uses; as well as increased vehicle headlights due to the intensified uses and increase in traffic in some areas of the SPA. However, due to the urbanized nature of the surrounding area, a significant amount of ambient light currently exists and, thus, the increase in

nighttime light that could occur in the SPA under the Specific Plan would not significantly affect nighttime views of the sky (ability to see the stars), because such views are already limited in an urban setting.

Sky glow is the light that “spills” into the sky above the horizon and illuminates the moisture and other tiny particles in the atmosphere. Sky glow would be considered a significant impact if it were a permanent addition to the environment. In the case of the Proposed Project, a significant impact could occur within the SPA, but is not considered a significant impact in regards to sensitive receptors or significant areas and is considered *less than significant*.

Spill light is the light that illuminates surfaces beyond the area intended to be illuminated. Typically, spill lighting is from a more “horizontal” source such as streetlights and way-finding/security lighting than sky glow which emanates from a more vertical source into the atmosphere. A significant spill lighting impact would occur if the Proposed Project would increase lighting levels by 1 fc at the adjacent residential sensitive receptors after 10:00 PM. As such, the SPA is not expected to be impacted by the proposed project and is considered *less than significant*.

Additionally, the proposed Specific Plan Development Code addresses the impacts from light with lighting regulations. These regulations include:

1. Site lighting shall be shielded by permanent attachments to light fixtures so that the light sources are not visible from a public way and any off-site glare is prevented. Site lighting shall include illumination of parking areas, buildings, pedestrian routes, dining areas, design features, and public ways.
2. Provide lighting for pedestrian ways that is low scaled for walking. The position of a lamp in a pedestrian-way should not exceed 15 feet in height above the ground. Walkway and driveway lighting shall be mounted at low heights in bollards, stairs, and/or walls.
3. Minimize the visual impacts of exterior building lighting:
 - a. All flood lamps shall be shielded so that the light sources are not visible from a public way.
 - b. Lighting (uplighting and downlighting) that is positioned to highlight a building or outdoor artwork shall be aimed at the object to be illuminated and not pointed at the sky.
 - c. Fixtures shall not distract from or obscure important architectural features of the building.
 - d. Lighting fixtures shall be a subordinate feature on the building unless they are incorporated into the over-all design scheme of the building.

Furthermore, the proposed Specific Plan Development Code addresses impacts from surface parking areas by relocating parking areas either beneath residential units, in the rear of the lot, or otherwise screened and obscured from view, which would shield vehicle headlights compared to existing front or side parking lots and street parking. Therefore, light impacts would be *less than significant*, and no mitigation is required.

Glare

Future development that would be permitted under the Specific Plan would create new sources of glare within the SPA. The Specific Plan would result in greater intensity and density of development over that

which exists currently, resulting in a greater potential for glare impacts. Glare from reflective surfaces would occur with development that uses large expanses of glass, bright lights, and other reflective surfaces for building façades. Buildings generally three or more stories in height have the potential to include large building faces that could introduce reflective surfaces (e.g., brightly colored building façades, reflective glass) that could increase existing levels of daytime glare. The surrounding commercial and residential developments present only limited potential for glare, such as from light reflected off vehicle windows and illuminated signage, which is typical of urban environments. The types of land uses that are typically sensitive to excess light and glare include homes, hospitals, senior housing, and other types of uses where excessive light and glare may disrupt sleep. In addition, light and glare may interfere with the vision of drivers. The land uses accommodated under the SPA would have the potential to include sources of light and glare, such as security lighting or new glass panels on office structures. However, the area is currently developed with similar land uses. Redevelopment would not result in a substantial net increase in nighttime lighting or daytime glare sources.

New development under the Specific Plan would range from one to three stories depending on the designated zone within the Specific Plan. Glare may be produced by the increased amount of surface area of the proposed commercial and retail structures associated with the Specific Plan, which could reflect or concentrate sunlight and result in a potentially significant impact; however, implementation of design features that include the use of nonreflective textured surfaces on building exteriors, as well as avoidance or limiting of the use of reflective glass, would reduce the impact to off-site uses resulting from daytime glare from new development. Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties in addition to external light sources designed to shall be directed and shielded so that they do not produce glare off the site, on any object other than the sign. Moreover, sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color and neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles. For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited. Therefore, light impacts would be *less than significant*, and no mitigation is required.

Shadows

There are no sensitive receptors within the SPA that would be affected by shade effects expected to occur with the implementation of the proposed project. The existing low- and medium-rise residential buildings within the SPA presently create limited shade and shadow patterns that are contained within close proximity to each building. Additionally, there are no high-rise buildings within the SPA that would create more extensive shade and shadow patterns on other buildings in their immediate vicinity and in open space.

Sensitive receptors such as Calvary Cemetery and Belvedere Park exist within the SPA. However, there are no significant redevelopment pending that would create a significant shading effect on these receptors. Therefore, shade impacts would be *less than significant*, and no mitigation is required.

4.1.4 Cumulative Impacts

The geographic context for the analysis of cumulative aesthetic/visual impacts encompasses the area with views of the SPA. The analysis accounts for all anticipated cumulative growth within this geographic area; however, the primary contributor to potential visual changes in this area of the County is the proposed plan, since it encompasses nearly 2.5 miles of generally commercial and mixed-use corridors. There are six other individual projects that could occur in the immediate vicinity of the SPA, as noted in Chapter 3, Table 3-5 (List of Related Projects).

Existing development in the defined geographic area consist primarily of older buildings of various sizes and forms. There are intermittent views of the distant mountains from various vantage points in the area, including from elevated freeways, higher elevations in topography, and neighborhood streets. However, because the Los Angeles Basin is highly urbanized, even if future development were to block scenic vistas, this would occur in discrete locations and would not be anticipated to combine to result in a significant effect. Therefore, there is no cumulative significant effect from cumulative development on scenic vistas.

According to the East Los Angeles Community Plan (1988), there are no designated scenic vistas within the community of East Los Angeles. In addition, views of the Pacific Ocean are not available from the SPA due to topography and existing urban development. However, there are views of distant mountains from various view points within the SPA as well as from the areas surrounding the SPA. Even though there are no designated scenic vistas within the SPA, a maximum building height of three stories would be implemented through the proposed Specific Plan's Development Code. Since development projects under the Specific Plan would be limited to a maximum three-story building height, future development would not be expected to block any views of the distant mountains. In addition, the development within the SPA would also not be expected to block these views from other vantage points outside of the SPA boundaries due to the relatively low building heights and the highly urbanized nature of the Los Angeles region. In addition, focal points are site-specific, and visual impacts are generally limited to the immediate vicinity of the project development. Although it is possible that structures could be built that would block individual focal points in the community, the combination of existing regulations and local design review procedures, would restrict the possibility that future development would substantially block visually important features within the community. As a result, the cumulative impact of the proposed Specific Plan on scenic vistas would be *less than significant*.

Past and present development in the defined geographic area reflects a variety of architectural styles and visual character. This development has no cohesive architectural style and each neighborhood has developed an individual style. Therefore, it can be said that the area lacks a cohesive visual character and past and present development has contributed to this effect.

The community of East Los Angeles is an urban, developed area that generally consists of strip-mall-style development combined with residential lots. The existing buildings represent a mix of architectural styles, with no consistent architectural style dominant and most areas appear to be deteriorating and outdated. As a result, the current aesthetic character of the SPA lacks cohesion, definition, and common aesthetic themes to interconnect the different zones into one unified area, similar to the surrounding area.

The proposed Specific Plan would provide a framework for future development within the SPA, concentrated along the Cesar Chavez Avenue, South Atlantic Boulevard, and 3rd Street corridors, and around the four Metro Gold Line stations. As noted above, the Specific Plan defines a vision and establishes goals and policies for the revitalization of the East Los Angeles community. Components include vibrant and diverse commercial corridors; well-designed buildings; attractive streetscapes; and engaging public spaces. Implementation of the standards set forth by the Development Code (discussed above) would develop and update the eight zones within the SPA with a cohesive and visually unified aesthetic theme. Furthermore, the Development Code identifies zone specific standards to enhance each corridor with specific aesthetic features to further exhibit the corridor's history and identity. Future projects would comply with the Specific Plan Development Code, which would result in aesthetically pleasing urban development that is consistent with the overall character and context of East Los Angeles. As a result, the proposed Specific Plan would not degrade the existing visual quality of the SPA and, thus, the proposed Specific Plan would result in a *less-than-significant cumulative* impact with regard to changes in visual character.

East Los Angeles (as well as the entire Los Angeles Basin) is nearly built out and contains numerous existing sources of nighttime lighting typical of a highly urbanized area. Cumulative development would constitute further intensification of an already urban area and would generally occur through infill development. Although cumulative new development could include direct illumination of project structures, features, and/or walkways, the increase in ambient nighttime lighting levels in these areas would only rise minimally because a significant amount of ambient lighting currently exists due to the urbanized nature of the region as a whole. Thus, increases in nighttime lighting that would occur with future cumulative development would not significantly affect nighttime views of the sky because such views are already limited. Thus, cumulative development, in combination with development under the proposed Plan, would not result in the creation of substantial new sources of light that could negatively affect nighttime views and cumulative impacts associated with ambient nighttime lighting would be considered *less than significant*.

Cumulative development could result in some increase in glare, as specific building materials and configurations are uncertain. However, these potential increases are likely to be minor and consistent with the existing built environment due to limited development potential and existing County regulations. Further, future discretionary projects would, in many cases, be subject to CEQA review and would require mitigation for these effects, which would likely also reduce the impacts to a less-than-significant level. Consequently, cumulative glare within the surrounding area would be less than significant. As implementation of the proposed Plan would not result in a significant daytime glare impact, the proposed Plan would not result in a cumulatively considerable contribution to this impact. Therefore, cumulative impacts associated with glare would not be cumulatively considerable and would be *less than significant*.

4.1.5 References

Los Angeles County. 1980a. *County of Los Angeles General Plan*. Conservation and Open Space Element, November 25.

———. 1980b. *County of Los Angeles General Plan*. General Goals and Policies Chapter, November 25.
Michael Brandman Associates. 1988. *East Los Angeles Community Plan*, March, adopted June 23, 1988.

4.2 AIR QUALITY

This section of the Draft EIR analyzes the potential impacts on air quality from implementation of the proposed Plan. The analysis is based, in part, on information provided in the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook, County of Los Angeles General Plan, East Los Angeles 3rd Street Draft Specific Plan policies, and traffic study by KOA Corporation (Draft Traffic Impact Study for the East Los Angeles 3rd Street Specific Plan, November 2013, Appendix G). All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.2.1 Environmental Setting

■ Location and Climate

The Specific Plan (proposed plan) area is located in the geographic center of the East Los Angeles Community, which is located approximately 5 miles east of downtown Los Angeles. East Los Angeles is located between the City of Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east, and Commerce to the south (see Figure 3-1 [Regional Location Map] and Figure 3-2 [Specific Plan Area Map]). The Specific Plan area (SPA) is comprised of the properties within 0.5 mile of four Metro Gold Line rail stations. It is roughly bounded by Cesar Chavez Avenue to the north, Indiana Avenue to the west, Whittier Boulevard to the south, and Margaret Avenue to the east. The SPA is bisected by the Pomona Freeway (State Route 60 [SR-60]) and Long Beach Freeway (Interstate 710 [I-710]) and is within 0.5 mile north of the Santa Ana Freeway (I-5).

The SPA is within the South Coast Air Basin (Basin), named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and pollutants in the valleys or basins below. This 6,745-square-mile area includes all of Orange County and portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

A semi-permanent, subtropical high-pressure cell over the Pacific Ocean largely controls the climate of the Basin by moderating the difference in seasonal temperatures. The annual average temperature varies little throughout the Basin, with the average in the middle 60s, measured in degrees Fahrenheit (°F). Coastal areas have a more pronounced oceanic influence and show less variability in annual minimum and maximum temperatures than inland areas. The annual average temperature in the SPA is 65.6°F, with average monthly low of approximately 48°F in December (the coldest month) and an average monthly high of approximately 83°F in August (The Weather Channel n.d.; WeatherSpark n.d.). The SPA has experienced a record high of 113°F in September 2010 and a record low of 24°F in December 1944 (The Weather Channel n.d.).

Although the climate of the Basin can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of Basin climate. Humidity restricts visibility in the Basin. The annual average relative

humidity is 71 percent along the coast and 59 percent inland. Because the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. The majority of annual rainfall in the Basin occurs between November and March. Summer rainfall is minimal and generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the Basin, along the coastal side of the mountains. Average rainfall in the East Los Angeles is approximately 15 inches annually (The Weather Channel n.d.). The rainfall within the basin does not enhance or lessen the impacts from air pollutants within the Basin.

The Basin experiences a persistent temperature inversion, which is characterized by increasing temperature with increasing altitude. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. The mixing height for this inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

The vertical dispersion of air contaminants in the Basin is also affected by wind conditions. The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are the lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas in the Basin are transported predominantly on-shore into Riverside and San Bernardino Counties.

Winds in the SPA blow predominantly from the west-southwest, with relatively low velocities. Wind speeds in the SPA typically vary from 0 to 8 miles per hour (mph) and rarely exceed 11 mph (WeatherSpark n.d.). The Santa Ana winds are strong, dry, north or northeasterly winds that occur during fall and winter months, and disperse air contaminants in the Basin. The Santa Ana winds often last for several days at a time. Despite the Santa Ana winds, spring wind speeds are, on average, slightly higher than the rest of the year.

■ **Air Quality Background**

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources may be required to have a permit from the SCAQMD in order to operate. Point sources typically occur at specific identified locations, and are usually associated with manufacturing and industry. Some examples of point sources are boilers or combustion equipment that produce electricity or generate heat, such as heating, ventilation, and air conditioning (HVAC) units. Area sources are widely distributed and produce many small emissions; thus, the SCAQMD does not require operating permits. The area-wide use of area sources contributes to regional air pollution. Examples of area sources include residential and commercial water heaters, painting operations, portable generators, lawn mowers, agricultural fields, landfills, and consumer products, such as barbeque lighter fluid and hairspray.

Mobile sources are classified as either on-road or off-road sources. Examples of mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. On-road sources are those that are legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and

construction vehicles. Mobile sources account for the majority of the air pollutant emissions within the Basin. However, air pollutants can also be generated by the natural environment, such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of specific pollutants (referred to as criteria pollutants) in order to protect public health. The national and state ambient air quality standards have been set at concentration levels that will protect the most sensitive persons from illness or discomfort with a margin of safety. Applicable ambient air quality standards are identified later in this section, in Table 4.2-2 (Summary of Ambient Air Quality in the Vicinity of the Specific Plan Area). The SCAQMD is responsible for bringing air quality in the Basin into attainment with the national and state ambient air quality standards.

The criteria pollutants for which federal and state standards have been promulgated and that are most relevant to air quality planning and regulation in the Basin are ozone, carbon monoxide, fine suspended particulate matter, nitrogen dioxide, sulfur dioxide, and lead. In addition, toxic air contaminants and VOCs are of concern in the Basin. Each of these is briefly described below.

- **Ozone (O₃)** is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.
- **Volatile Organic Compounds (VOCs)** refer to any compound of carbon (other than carbon monoxide, carbon dioxide, carbonic acid, metallic carbides, carbonates, and ammonium carbonate) whose composition makes it possible to evaporate under normal indoor temperatures and pressure. Sources of VOCs range from the use of commercial products containing VOCs, to manufacturing, and automotive exhaust. VOCs are instrumental in the formation of ozone.
- **Carbon monoxide (CO)** is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Motor vehicles operating at slow speeds are the primary source of CO in the Basin because the CO is emitted directly from internal combustion engines. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.
- **Respirable particulate matter (PM₁₀) and fine particulate matter (PM_{2.5})** consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion of fuels, abrasion of tires and brakes, and construction activities.
- **Nitrogen dioxide (NO₂)** is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of nitrogen oxide compounds, NO₂ is the most abundant in the atmosphere. Commuters in heavy traffic may be exposed to higher concentrations of NO₂ than those indicated by regional monitors, because ambient concentrations of NO₂ are related to traffic density.

- **Sulfur dioxide (SO₂)** is a colorless, extremely irritating gas or liquid which enters the atmosphere as a pollutant, mainly as a result of burning high sulfur-content fuel oils and coal, as well as from processes occurring at chemical plants and refineries. When sulfur dioxide oxidizes in the atmosphere, it forms sulfates (SO₄). Collectively, these pollutants are referred to as sulfur oxides (SO_x).
- **Lead (Pb)** is a solid heavy metal that can exist in air pollution as an aerosol particle component. An aerosol is a collection of solid, liquid, or mixed-phase particles suspended in the air. Lead was first regulated as an air pollutant in 1976. Leaded gasoline was first marketed in 1923 and was used in motor vehicles until around 1970. The exclusion of lead from gasoline helped to decrease emissions of lead in the United States from 219,000 to 4,000 short tons per year between 1970 and 1997. Even though leaded gasoline has been phased out in most countries, some still use leaded gasoline. Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering. The mechanisms by which lead can be removed from the atmosphere (sinks) include deposition to soils, ice caps, oceans, and inhalation.

Lead concentrations once exceeded the state and national air quality standards by a wide margin but have not exceeded state or national air quality standards at any state monitoring station since 1982. Lead is no longer an additive to gasoline for on-road vehicles, which is the main reason concentration of lead in the air is low. Build-out of the SPA is not anticipated to emit lead because the type of development anticipated within the SPA is not the heavy industrial land uses that would be consistent with the use of lead in manufacturing. Therefore, lead is eliminated from further review in this analysis.

- **Toxic air contaminants (TACs)** refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. Toxic air contaminants are different than “criteria” pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be local rather than regional. The California Air Resources Board (California ARB) identifies toxic air contaminants in California Code of Regulations Title 17, § 93000.

■ Health Effects of Air Pollutants

Ozone

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for O₃ effects. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

Reduction in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO, resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels; these include pre-term births and heart abnormalities.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM₁₀ and PM_{2.5}) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in PM_{2.5} concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM₁₀ and PM_{2.5}.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in

healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO₂ considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of ozone and NO₂.

Sulfur Dioxide

A few minutes of exposure to low levels of SO₂ can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO₂. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO₂.

Animal studies suggest that despite SO₂ being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Odors

The science of odor as a health concern is still new. Merely identifying the hundreds of VOCs that cause odors poses a big challenge. Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, the VOCs that cause odors can stimulate sensory nerves and result in neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

Toxic Air Contaminant Emissions

TACs are airborne substances that are capable of causing chronic and acute adverse effects on human health. Individuals with exposure at sufficient concentrations or of prolonged duration have an increased chance of developing cancer or experiencing other health effects. Health effects can include damage to the immune, neurological, reproductive, and respiratory systems as well as developmental and other health problems. TACs include both organic and inorganic chemical substances and the health effects vary depending on the TAC.

■ Regional Air Quality

Measurements of ambient concentrations of the criteria pollutants are used by the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (California ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national, state, and federal standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in “attainment.” If the pollutant exceeds the standard, the area is classified as a “nonattainment” area. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.” Attainment status for the SCAQMD is shown in Table 4.2-1 (Attainment Status for the Basin).

<i>Pollutant</i>	<i>State Status</i>	<i>Federal Status</i>
Ozone (1-hour)	Extreme Nonattainment	— ^a
Ozone (8-hour)	Extreme Nonattainment	Severe (17 years to attain) (may petition for Extreme)
PM ₁₀	Nonattainment	Nonattainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO ₂	Attainment	Attainment/Maintenance
SO ₂	Attainment	Attainment
Pb	Attainment	nonattainment

SOURCE: California Air Resources Board, Area Designations (Activities and Maps) (last reviewed September 2011), <http://www.arb.ca.gov/degis/changes.htm#summaries> (accessed: November 4, 2013); U.S. Environmental Protection Agency, *The Green Book Nonattainment Areas for Criteria Pollutants* (updated March 30, 2012), <http://www.epa.gov/air/oqaaps/greenbk/index.html> (accessed November 4, 2013).

a. The federal 1-hour ozone standard was revoked in 2005 and is no longer in effect for the state of California.

The entire Basin is designated as a federal-level severe nonattainment area for ozone, meaning that federal ambient air quality standards are not expected to be met for more than 18 years, and as nonattainment areas for PM₁₀ and PM_{2.5}, and Pb. It is in attainment for the state Pb standards. The Basin is in attainment for state and federal CO, NO_x, and SO₂, standards. The Basin is a state-level extreme nonattainment area for ozone, and is a state-level nonattainment area for PM_{2.5} and PM₁₀ (California ARB 2013a; USEPA 2012).

The SCAQMD divides the Basin into forty source receptor areas (SRAs) in which thirty-six monitoring stations operate to monitor the various concentrations of air pollutants in the region. The SPA is located within SRA 1 and SRA 11. The Central LA monitoring station is the nearest monitoring station to the SPA, and therefore the data from this station is used in the analysis. The Central LA station currently monitors emission levels of O₃, CO, NO₂, SO₂, PM₁₀, and PM_{2.5}.

Table 4.2-2 (Summary of Ambient Air Quality in the Vicinity of the Specific Plan Area) identifies the national and state ambient air quality standards for the relevant air pollutants and identifies the ambient

pollutant concentrations that have been measured at the Central LA monitoring station from 2010 through 2012.

Table 4.2-2 Summary of Ambient Air Quality in the Vicinity of the Specific Plan Area			
<i>Air Pollutants Monitored Within SRA 1—Central Los Angeles County</i>	Year		
	2010	2011	2012
Ozone (O₃)			
Maximum 1-hour concentration measured	0.098	0.087	0.093
Number of days exceeding state 0.09 ppm 1-hour standard	1	0	0
Maximum 8-hour concentration measured	0.080	0.065	0.077
Number of days exceeding national 0.075 ppm 8-hour standard	1	0	1
Number of days exceeding state 0.07 ppm 8-hour standard	1	0	2
Nitrogen Dioxide (NO₂)			
Maximum 1-hour concentration measured	0.089	0.110	0.0773
Number of days exceeding state 0.18 ppm 1-hour standard	0	0	0
Annual average	0.025	0.023	0.0248
Number of days exceeding national 0.0534 ppm annual average	0	0	0
Number of days exceeding state 0.03 ppm annual average	0	0	0
Carbon Monoxide (CO)			
Maximum 1-hour concentration measured	3	*	*
Number of days exceeding national 35.0 ppm 1-hour standard	0	*	*
Number of days exceeding state 20.0 ppm 1-hour standard	0	*	*
Maximum 8-hour concentration measured	2.3	2.4	1.9
Number of days exceeding national 9.0 ppm 8-hour standard	0	0	0
Number of days exceeding state 9.0 ppm 8-hour standard	0	0	0
Suspended Particulates (PM₁₀)			
Maximum 24-hour concentration measured	42	53	80
Number of days exceeding national 150 µg/m ³ 24-hour standard	0	0	0
Number of days exceeding state 50.0 µg/m ³ 24-hour standard	0	1	4
Annual Average Concentration µg/m ³	27.1	29	30.2
Suspended Particulates (PM_{2.5})			
Maximum 24-hour concentration measured	39.2	49.3	58.7
Number of days exceeding national 35 µg/m ³ 24-hour standard	2	4	4
Sulfur Dioxide (SO₂)			
Maximum 24-hour concentration measured	0.015	0.0198	0.0052
Number of days exceeding state 0.04 ppm 24-hour standard	0	0	0

SOURCE: SCAQMD (2010, 2011, 2012).
ppm = parts by volume per million of air; µg/m³ = micrograms per cubic meter
* Information not provided by SCAQMD.

According to air quality data shown in Table 4.2-2, over the 3-year period presented: the national 8-hour ozone standard has been exceeded twice; the state 1-hour and 8-hour ozone standards were exceeded a total of 1 and 3 days, respectively; the state 24-hour PM₁₀ standard was exceeded five times; and the national PM_{2.5} standard was exceeded on 10 days. No national or state standards for CO or NO₂ have been exceeded between 2010 and 2012 within the SPA.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Schools are also considered as sensitive, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution because exercise places a high demand on respiratory functions, which can be impaired by air pollution. Sensitive receptors to be developed as a part of this project consist of residential units. Depending on where within the SPA the development takes place, both residential and school off-site receptors may be impacted.

Local Air Quality

The Basin has experienced improved air quality in recent years due to more stringent vehicle emissions standards, the elimination of older polluting vehicles, and cleaner burning fuels. In addition, larger stationary emission sources are gradually being eliminated or undergoing retrofitting with best available pollution control technology (BACT).

Motor vehicles (off highway and highway) are the primary source of pollutants in the SPA. Local emissions sources also include stationary activities, such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed “CO hotspots.” SCAQMD CEQA Air Quality Handbook Chapter 5 identifies CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots.

The SCAQMD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific CO emissions calculated from peak hour turning volumes to ambient CO air concentrations. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations.

Maximum existing CO concentrations were calculated using SCAQMD methodology. The traffic report (KOA Corporation 2013, see Appendix G) identified two intersections that currently operate at a level of service (LOS) E or worse. CO concentrations were calculated for these two intersections as all other

intersections operate at LOS D or better, resulting in lower localized CO concentrations. The results of these calculations are presented in Table 4.2-3 (Existing Localized Carbon Monoxide Concentrations). The national 1-hour standard is 35.0 parts per million (ppm), and the state 1-hour standard is 20.0 ppm. The 8-hour national and state standards are both 9.0 ppm. As shown in Table 4.2-3, no intersection currently exceeds national or state standards for 1-hour or 8-hour CO concentrations. Therefore, CO hotspots do not currently exist in the SPA.

<i>Intersection</i>	<i>Level of Service</i>	<i>Peak Hour Volume</i>	<i>1-Hr Conc. (ppm)</i>	<i>8-Hr Conc. (ppm)</i>	<i>Exceeds Standard?</i>
State Standards	—	—	20	9	—
Eastern Ave & 3 rd St	E	2,522.0	3.8	3.0	No
#2 Indiana St & Cesar E Chavez Ave	E	1,680.0	3.9	3.0	No

SOURCE: Atkins (2013) (calculation sheets are provided in Appendix C).

- a. National 1-hour standard is 35.0 parts per million. State 1-hour standard is 20.0 parts per million.
- b. National 8-hour standard is 9.0 parts per million. State 8-hour standard is 9.0 parts per million.
- c. Data for the 1-hour concentration was taken from the highest peak hour result, AM peak hour or PM peak hour, whichever is greater.

Toxic Air Contaminants

Lifetime cancer risk is defined as the increased chance of contracting cancer over a 70-year period as a result of exposure to a toxic substance or substances. It is the product of the estimated daily exposure of each suspected carcinogen by its respective cancer unit risk. The methodology results in a conservatively high estimate; therefore, the end result represents a worst-case estimate of cancer risk. The SCAQMD provides a detailed analysis of existing health risks within the District in the Mates II and Mates III studies. According to the Mates III study (SCAQMD 2008c) the existing cancer risk within the SPA is between 1,124 and 1,531 cases in a million.

4.2.2 Regulatory Framework

■ Federal

U.S. Environmental Protection Agency (USEPA)

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971, and 1990 required the USEPA to establish National Ambient Air Quality Standards (NAAQS) with states retaining the option to adopt more stringent standards or to include other specific pollutants.

These standards are the levels of air quality considered necessary to protect the public health and welfare, with an adequate margin of safety. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Current NAAQS are listed in Table 4.2-2. Areas that meet the ambient air quality standards are classified as “attainment” areas while areas that do not meet these standards are classified as “nonattainment” areas. Attainment status within the Basin is outlined in Table 4.2-1.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

■ **State**

California Clean Air Act

The federal Clean Air Act (CAA) allows states to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. The California Clean Air Act (CCAA) (California Health and Safety Code Sections 3900 et seq.) was passed in 1988 and adopted air quality standards on the state level, the CAAQS. The California ARB, a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. The CAAQS are also included in Table 4.2-2. As with the NAAQS, a region is designated as in attainment, nonattainment, or unclassified for each of the state identified pollutant standards. Attainment status for CAAQS is shown in Table 4.2-1.

In addition to primary and secondary CAAQS, the state has established a set of episode criteria for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulate matter. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. The state has also set standards for SO₄, hydrogen sulfide, vinyl chloride, and visibility reducing particles. However, there are no land use types authorized within the SPA that would typically result in the generation of these pollutants. Therefore, these are not pollutants of concern for the SPA.

California Air Resources Board (ARB)

The ARB conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. The ARB has primary responsibility for the development of California’s SIP, for which it works closely with the federal government and the local air districts.

Air Toxics Hot Spots Information and Assessment Act of 1987

Regulation of TACs is achieved through federal and state controls on individual sources. The Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588), California Health and Safety Code

Sections 44300 et seq., provides for the regulation of over 200 air toxics and is the primary air contaminant legislation in the state. California ARB has published the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. This plan identifies diesel particulate matter as the predominant TAC in California and identifies methods for reducing diesel emissions from mobile, stationary, and areawide sources. California ARB has also prepared an informational document, Air Quality and Land Use Handbook: A Community Health Perspective (2005), with recommended guidelines for siting sensitive land uses near sources of mobile TAC emissions such as diesel particulate matter (DPM).

California Building Standards Code Title 24, Part 6

California Building Standards Code Title 24, Part 6, regulates energy uses including space heating and cooling, hot water heating, and ventilation. The energy code allows new buildings to meet a performance standard that allows a builder to choose the most cost effective energy saving measures to meet the standard from a variety of measures including added insulation, improved HVAC systems, and more efficient water heating and lighting systems. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. The Code is updated periodically to incorporate and consider new energy efficiency technologies and methodologies as they become available. The most recent amendments to the Code, known as Title 24 2008, or the 2008 Energy Code, became effective January 1, 2010.

■ **Regional**

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provides growth forecasts that are used in the development of air quality related land use and transportation control strategies by SCAQMD. In addition, the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) outlines further policies and measures that affect air quality.

South Coast Air Quality Management District

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, and local governments and cooperates actively with all federal and state government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

Standard Conditions and Uniform Codes

All projects constructed in the Basin are subject to Standard Conditions and Uniform Codes developed by the SCAQMD. Compliance with these provisions is mandatory and, as such, would not be required as mitigation under CEQA. Those conditions specific to air quality are included below:

- Adherence to SCAQMD Rule 403, which sets requirements for dust control associated with grading and construction activities
- Adherence to SCAQMD Rules 431.1 and 431.2, which require the use of low sulfur fuel for stationary construction equipment
- Adherence to SCAQMD Rule 1108, which sets limitations on ROG content in asphalt
- Adherence to SCAQMD Rule 1113, which sets limitations on ROG content in architectural coatings
- Adherence to Title 24 energy-efficient design requirements as well as the provision of window glazing, wall insulation, and efficient ventilation methods in accordance with the requirements of the Uniform Building Code

Construction of development projects pursuant to the Specific Plan would be subject to SCAQMD Rule 403 (fugitive dust) during construction activities. SCAQMD Rule 403 does not require a permit for construction activities, per se, but sets forth general and specific requirements for all construction sites (as well as other fugitive dust sources) in the Basin. The general requirement prohibits a person from causing or allowing emissions of fugitive dust from construction (or other fugitive dust source) such that the presence of dust remains visible in the atmosphere beyond the property line of the emissions source. SCAQMD Rule 403 also prohibits a construction site from causing an incremental PM₁₀ concentration impact at the property line of more than 50 micrograms per cubic meter as determined through PM₁₀ high-volume sampling, but the concentration standard and associated PM₁₀ sampling do not apply if specific measures identified in the rules are implemented and appropriately documented.

In accordance with Rule 403, the SCAQMD requires that contractors implement BACT for construction activities. Rule 403 identifies a set of specific measures for projects less than 50 acres. The BACTs also contain contingency measures that shall be applied to those periods where instantaneous wind gusts meet or exceed 25 mph. These requirements are included in Appendix C (Air Quality Data).

Air Quality Management Plan

The SCAQMD and SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Once adopted, the AQMP becomes a portion of California's SIP describing the plan to bring the Basin into attainment with the NAAQS and California Ambient Air Quality Standards. The most recent plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and PM_{2.5} standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

The 2012 AQMP details the district's current understanding of issues associated with living near high-volume roadways and the associated exposure to TACs. The AQMP presents background information on air pollutants emitted from motor vehicles; results from ambient measurement studies conducted near traffic sources, on roadways, and inside vehicles; and health effects from these pollutants. Potential control, mitigation, policy strategies for limiting exposures, and future actions to address this emerging and important topic are also addressed. According to the AQMP, a positive association between living near busy roadways and asthma exacerbation, decreased lung function, increased heart disease, a faster progression of atherosclerosis, increased risk of low birth weight and premature delivery, lower immune function, and increased risk of Type 2 diabetes in post menopausal women (SCAQMD 2013).

In response to the increased importance of TACs with respect to proximity to mobile sources the SCAQMD began the MATES IV study in July 2012. The study is designed to characterize the carcinogenic risk caused by exposure to air toxics in the basin, including the risk caused by close proximity to mobile sources such as airports, rail yards, freeways, and warehouse operations.

■ **Local**

Los Angeles County General Plan

The Los Angeles County General Plan contains the following policies relevant to air quality-related issues associated with the proposed Specific Plan:

General Goals and Policies

- | | |
|------------------|--|
| Policy 14 | Restore and protect air quality through the control of industrial and vehicular emissions, improved land use management, energy conservation and transportation planning. |
| Policy 24 | Focus intensive urban uses in an interdependent system of activity centers located to efficiently provide services throughout the urban area and supported by adequate public transportation facilities. |
| Policy 25 | Foster community identity and improve environmental quality by the compatible interrelation of a system of centers, major transportation facilities and open space areas. |
| Policy 64 | Promote jobs within commuting range of urban residential areas in order to reduce commuting time, save energy, reduce air pollution, and improve public convenience. |

Land Use Element

- | | |
|-----------------|---|
| Policy 1 | Concentrate well designed high density housing in and adjacent to centers to provide convenient access to jobs and services without sacrificing livability or environmental quality. |
| Policy 8 | Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic. |

Policy 24 Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.

Policy 25 Promote land use arrangements that will maximize energy conservation.

Conservation and Open Space Element

Policy 1 Actively support strict air quality regulations for mobile and stationary sources, and continued research to improve air quality. Promote vanpooling, car pooling and improved public transportation.

Policy 2 Support the conservation of energy and encourage the development and utilization of new energy sources including geothermal, thermal waste, solar, wind and ocean-related sources.

Policy 3 Promote the use of solar energy to the maximum extent possible.

Housing Element

Policy 3.2 Incorporate advances in energy-saving technologies into housing design, construction, operation, and maintenance.

4.2.3 Impact Analysis and Mitigation Measures

■ Methodology

The analysis in this section focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Plan. Air pollutant emissions associated with the proposed Plan would result from operation of the proposed development and from project-related traffic volumes. Construction activities would also generate emissions in the SPA and on roadways resulting from construction-related traffic. The net increase in project site emissions generated by these activities and other secondary sources have been identified and compared to thresholds of significance established by the SCAQMD as discussed below.

Construction Emissions

The SCAQMD has established thresholds for the analysis of construction emissions which are published in the SCAQMD CEQA Air Quality Handbook. The construction activities associated with the proposed Plan would create diesel emissions and would generate emissions of dust. Construction equipment used for development of the proposed Plan would also generate VOC, CO, NO_x, SO_x, PM₁₀, and PM_{2.5} pollutants.

The predominant land uses within the proposed Plan are residential and retail/commercial with the growth of approximately 5,419 residential uses and 4,920,244 square feet (sf) of nonresidential land use. While the amount of development is known, the development will be spread out over 20 years and the phasing of the construction will be determined by market need. Therefore, the construction details would be difficult, if not impossible to quantify due to the variables associated with daily construction activity (e.g., construction schedule, number and types of equipment, etc.). Because the level of detail needed to

model construction related impacts is not available, a qualitative analysis is used to project the potential significance of project implementation with regards to construction emissions.

Operational Emissions

Operational emissions associated with the proposed Plan growth are estimated using the CalEEMod computer model developed for the SCAQMD, the information provided in Chapter 3 (Project Description), and trip generation rates from the traffic study (Appendix G) (KOA Corporation 2013). Operational emissions would be comprised of mobile source emissions and area source emissions. Point source emissions that would be typical within the SPA are regulated through SCAQMD permitting and as part of the permitting process would be required to meet regulatory standards. Because they are regulated under permitting and the type, number, and location of potential point sources within the SPA are unknown, point source emissions are not included in this analysis. Mobile source emissions are generated by the increase in motor vehicle trips to and from the SPA associated with operation of the Plan. Area source emissions are generated by natural gas consumption for space and water heating, landscape maintenance equipment, architectural coatings, and consumer product use. To determine if an air quality impact would occur, the increase in emissions was compared with the SCAQMD's regional emissions thresholds.

Localized CO Concentrations for Operation

As stated previously, CO concentrations were calculated based on CALINE4 screening. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations. For this analysis, CO concentrations for the ten intersections determined to operate at LOS F and having the greatest traffic, at build-out (2035) were modeled and analyzed. All other intersections, due to lesser congestion and traffic, are expected to generate lower CO concentrations than the intersections modeled.

Localized Sensitive Receptor Concentrations for Construction

In addition to the mass annual and daily regional thresholds, construction has the potential to raise local ambient pollutant concentrations. This could present a significant impact if these concentrations were to exceed the Ambient Air Quality Standards (AAQSs) included in Table 4.2-2 at receptor locations.

Localized significance thresholds (LSTs) were developed and adopted by the SMAQMD in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative. LSTs are upper limits on construction-phase pollutant emissions to assure that a project would not cause or contribute to violations of the most stringent applicable federal or state ambient air quality standards; they vary based on location of the construction site (i.e., the specific SMAQMD-defined source-receptor area in which the site is located), size of the site, and distance of the nearest sensitive receptor to the site.

The potential for this impact is demonstrated through dispersion modeling, however for construction sites 5 acres or less a screening-level analysis based on LST lookup tables developed by SCAQMD can be

used. In accordance with the SCAQMD criteria, peak daily emissions for CO, NO_x³, PM₁₀, and PM_{2.5} are modeled to determine their concentration and contribution to the ambient concentrations within the project vicinity. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (Methodology). In accordance with the methodology, dispersion modeling is only to include exhaust and dust emissions associated with those pieces of equipment that actually operate on-site and omits vehicle trips that are distributed over a large area. Because the level of detail needed to model construction related impacts is not available, a qualitative analysis is used to project the potential significance of the proposed Plan implementation with regards to localized sensitive receptors.

Toxic Air Contaminants

The California ARB indicates that one of the highest public health priorities is the reduction of DPM generated by vehicles on California's highways, as it is one of the primary TACs. Other potential TAC generators within the Basin are associated with specific types of facilities such as dry cleaners, gas stations, distribution centers, and ports, and are the focus of ARB's control efforts. The ARB has made specific recommendations with respect to considering existing sensitive uses when siting new TAC-emitting facilities or with respect to TAC-emitting sources when siting sensitive receptors (California ARB 2005). The California ARB recommends that following buffer distances be observed when locating TAC emitters or sensitive land uses:

- Freeways or major roadways—500 feet
- Dry cleaners—500 feet
- Auto body repair services—500 feet
- Gasoline dispensing stations with an annual throughput of less than 3.6 million gallons—50 feet
- Gasoline dispensing stations with an annual throughput at or above 3.6 million gallons—300 feet
- Other TAC sources including furniture manufacturing and repair services that use Methylene Chloride or other solvents identified as a TAC—300 feet
- Distribution centers with more than 100 trucks per day; more than 40 trucks with operating transport refrigeration units per day; or where transport refrigeration unit operations exceed 300 hours per week—1,000 feet
- Rail yards for major service and maintenance operations—1,000 feet
- Chrome platers—1,000 feet
- Port developments should not site the heavily impacted areas immediately upwind of sensitive land uses

³ NO_x refers to all oxides of nitrogen where as NO₂ is specifically nitrogen dioxide. The majority of all oxides of nitrogen from emissions sources are in the form of Nitric Oxide (NO). However, over time NO is converted to NO₂ which is identified as a criteria pollutant. Standard SCAQMD methodology assumes that 100% of all NO is converted to NO₂. Additionally, as the majority of NO_x emissions are NO, the SCAQMD methodology conservatively assumes that all NO_x emissions are NO that would eventually be converted to NO₂. Therefore, for the basis of analysis, NO_x emissions are equivalent to NO₂ emissions, to ensure continued compliance with the State and National NO₂ thresholds.

- Petroleum refineries should not site the heavily impacted areas immediately upwind of sensitive land uses

The SCAQMD recommends that site-specific health risk assessments be performed to accurately document potential cancer risk when siting sensitive land uses within the above buffer zones.

■ **Thresholds of Significance**

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on air quality if it would do any of the following:

- Conflict with or obstruct implementation of applicable air quality plans of the South Coast AQMD (SCAQMD);
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

The SCAQMD thresholds are published in the SCAQMD CEQA Air Quality Handbook and are used to determine the significance of air quality impacts associated with the proposed Plan.

Construction Emissions Thresholds

The SCAQMD recommends that projects with construction-related emissions that exceed any of the following emissions thresholds should be considered significant:

- 550 pounds per day of CO
- 75 pounds per day of VOC
- 100 pounds per day of NO_x
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}

Operational Emissions Thresholds

The SCAQMD recommends that projects with operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 550 pounds per day of CO
- 55 pounds per day of VOC
- 55 pounds per day of NO_x
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀

- 55 pounds per day of PM_{2.5}

Cumulative Impacts

In order to assess cumulative impacts, the SCAQMD recommends that projects be evaluated to determine whether they would be consistent with 2007 AQMP performance standards and project-specific emissions thresholds. In the case of the proposed plan, air pollutant emissions would be considered to be cumulatively considerable if the new sources of emissions exceed SCAQMD project-specific emissions thresholds.

Localized Thresholds of Significance (LST)

Construction emissions LSTs are only analyzed for CO, NO₂, PM₁₀, and PM_{2.5}. Thresholds of significance for localized concentrations were developed by comparing the highest ambient air quality measurements between 2007 and 2009 (as shown in Table 4.2-2) to the most stringent air quality standards. The difference is the maximum concentration of criteria air pollutants that the proposed plan would be able to create without causing an exceedance in the ambient air quality standard. Therefore, the following LSTs apply to construction of development pursuant to the proposed plan:

- 20 ppm (17 ppm maximum allowable project contribution) for 1 hour CO concentrations
- 9 ppm (6.6 ppm maximum allowable project contribution) for 8 hour CO concentrations
- 0.18 ppm (0.07 ppm maximum allowable project contribution) for 1 hour NO₂ concentrations
- 0.03 ppm (0.005 ppm maximum allowable project contribution) for annual NO₂ concentrations

As the Basin is in nonattainment for PM₁₀ and PM_{2.5}, the SCAQMD has established the following LST for PM₁₀ and PM_{2.5} concentrations during construction:

- 10.4 µg/m³ for 24 hour PM₁₀ concentrations
- 2.5 µg/m³ for 24 hour PM_{2.5} concentrations

CO “Hotspots”

The SCAQMD has established the following threshold criteria to determine if a project has the potential to contribute to an exceedance of the state AAQS with respect to CO emissions from operational mobile sources:

- 20 ppm (17 ppm maximum allowable project contribution) for 1 hour CO concentrations
- 9 ppm (6.6 ppm maximum allowable project contribution) for 8 hour CO concentrations

Toxic Air Contaminants

Based on the methodology established by the Office of Environmental Health Hazard Assessment (OEHHA) (COEHHA 2003) and the SCAQMD (SCAQMD 2003), the following thresholds have been established to determine the maximum individual cancer risk (MICR), hazard index (HI), and cancer burden for development under the proposed plan.

- MICR—cancer risk of less than 10 in one million (< 10 x 10⁻⁶)

- HI—highest chronic health index of less than 1
- Cancer Burden—excess cancer burden within 1 square mile of less than 0.5

■ Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to air quality.

■ Project Impacts and Mitigation

Threshold	Would the project conflict with or obstruct implementation of applicable air quality plans of the South Coast AQMD (SCAQMD)?
-----------	--

Impact 4.2-1 Implementation of the Specific Plan could conflict with or obstruct implementation of the applicable air quality plan. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.

The 2012 AQMP was prepared to accommodate growth, to reduce high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because this growth is included in the projections used to formulate the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD’s recommended daily emissions thresholds.

Projects that are consistent with the projections of employment and population forecasts identified in RTP/SCS are considered consistent with the AQMP growth projections. In turn, projects that are consistent with the County’s General Plan’s land use designations are considered to be consistent with the RTP/SCS, as the General Plan forms the basis for population and employment forecasts in the RTP/SCS. This is because the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP.

The proposed Plan is currently planned for residential and retail/commercial land uses that would result in the development of up to an additional 5,419 dwelling units and 4,920,244 sf of commercial space. Although full build-out of the proposed Specific Plan would increase the number of dwelling units in the SPA by 17 percent, this growth is still consistent with the County’s General Plan Housing Element. A program outlined in the Housing Element is to create a transit-oriented district for East Los Angeles would encourage urban infill development on vacant or underutilized sites; promote and encourage transit-oriented development along major transportation corridors; encourage mixed use development to facilitate the linkage between housing and employment opportunities; and promote increased residential density in appropriately designated areas (Housing Element Policy 1.1). The county identified in its Housing Element around 14,000 potential affordable mixed-use sites on vacant and underutilized sites throughout the unincorporated areas. Therefore, even with the increase in residential and commercial usage, the proposed Plan is still in line with the County’s General Plan goals. Since the AQMP uses the housing/population forecasts from SCAG and the General Plan data, as the proposed Plan is consistent

with the General Plan, the proposed Plan does not change any of the growth forecasts assumed in the AQMP. Therefore, the proposed Plan would be consistent with the projections in the AQMP.

The SCAG's Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS) have identified transportation reduction goals for the SCAG region. The 2020 target for per capita emissions from passenger vehicles is 8 percent below existing emissions; this was calculated to be 3.07 metric tons (MT) of carbon dioxide equivalents (CO₂e) per person annually for the SCAG region (California ARB 2010). The 2035 target for per capita emissions from passenger vehicles is 13 percent below existing emissions; this was calculated to be 2.91 MT CO₂e/person annually for the SCAG region (California ARB 2010). As detailed in Section 4.6.3, development under the proposed Plan results in per capita emissions of 3.36 MT CO₂e/person and 3.06 MT CO₂e/person respectively for 2020 and 2035 without mitigation. As detailed in Section 4.6.3, the proposed Plan would, therefore, exceed per capita emissions for 2020 and 2035 without mitigation and would be considered a potentially significant impact.

However, implementation of mitigation measures MM4.2-1 and MM4.2-2 would reduce impacts to 2.96 MT CO₂e/person and 2.70 MT CO₂e/person respectively for 2020 and 2035. Therefore, the proposed Plan is determined to be consistent with the RTP/SCS. Mitigation measures MM4.2-1 and MM4.2-2 result in a reduction of VMT, which in turn provide for a reduction in criteria pollutant emissions emitted from mobile sources. The RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. Therefore by demonstrating consistency with the RTP/SCS, the proposed Plan is demonstrating consistency with the AQMP.

As the proposed Plan is consistent with the County's General Plan, it is consistent with the AQMP. In addition to consistency with the AQMP, the proposed Plan is consistent with the RTP after mitigation which furthers the goals of the AQMP by reducing mobile source emissions from what was projected. Therefore, with respect to consistency with applicable air quality plans this impact would be ***less than significant***.

MM4.2-1 *All single-family residential homes shall be equipped with appropriate electrical wiring in garages to support the charging of electric vehicles. Multifamily residential developments shall be equipped with one electric vehicle charging station per 20 parking spaces with a minimum of one station for all new multifamily residential development that includes parking. New commercial development shall be equipped with one charging station per 100 parking spaces, with a minimum of one charging station per new commercial development parking lot. VMT reductions associated with this mitigation measure are 4.3 percent.*

MM4.2-2 *All commercial, retail, and multifamily residential development shall provide parking mitigation such that either a minimum reduction of 4 percent of the parking spaces is achieved, a monthly parking fee of \$20 is implemented, or any other parking limiting measure such that an equivalent reduction of reducing vehicle miles traveled by 1.43 percent is achieved.*

Threshold	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
-----------	---

Impact 4.2-2 **Implementation of the Specific Plan could violate an air quality standard or contribute substantially to an existing or projected air quality violation. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.**

Construction Emissions

Construction of new development under the Specific Plan would occur as market demands between 2016 and 2035. Because market demand will fluctuate with the economy, there is no construction schedule in place for the development anticipated under the proposed Plan. Construction emissions are dependent on the number of construction equipment and delivery vehicles operating, the length of time in operation, and the amount of soil that is disturbed on a daily basis. Without a known schedule or an anticipated annual or daily level of construction, emissions cannot be accurately estimated.

Due to the unknown level of construction activity that would occur on any given day during the proposed Plan build-out, construction emission impacts are considered a potentially significant impact. Implementation of SCAQMD regulatory requirements and compliance with County codes in effect at the time of construction and designed to reduce pollutant emissions; along with the implementation of mitigation measures MM4.2-3 and MM4.2-4 would reduce this impact, but not necessarily to a less-than-significant level. Individual development projects could, even with implementation of mitigation, result in an air quality violation or a substantial contribution to an existing air quality violation. Construction emissions would be anticipated to be lower during years where the SPA is experiencing an economic slowdown and higher during years where the economic situation is at peak. It is anticipated that the daily average emissions during development/redevelopment activities could exceed the SCAQMD's recommended thresholds for construction emissions. Therefore, construction impacts would be a ***significant and unavoidable*** impact for construction activities on a program level.

MM4.2-3 *As a condition of approval of all development/redevelopment projects within the Specific Plan area, the County shall require building contractors to do the following:*

- *Contractors shall enforce the idling limit of 5 minutes as set forth in the California Code of Regulations, Title 13, § 2449(d)(3)*
- *Diesel-fueled construction equipment that is not EPA Tier 4 rated shall be retrofitted with after-treatment products (e.g., engine catalysts) that will result in a reduction of emissions consistent with EPA Tier 3 engine standards.*
- *Use construction equipment that use low-polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.*
- *Maintain construction equipment in good operating condition to minimize air pollutants.*
- *Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic, in accordance with SCAQMD Rule 1113.*

MM4.2-4 *As a condition of approval all development/redevelopment under the Specific Plan area shall require an analysis of construction emissions anticipated from the proposed development. The construction*

analysis shall include criteria pollutant analysis as well as consideration of localized impacts for all projects, such that project-specific impacts are reduced to below regulatory standards or to the greatest level possible. The analysis shall include provisions that ensure the incorporation of MM4.2-3.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities within the SPA. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment, the use of consumer products, and the application of architectural coatings. Mobile emissions would be generated by the motor vehicles traveling to, within, and from the SPA.

Operational emissions are identified in Table 4.2-4 (Estimated Daily Operational Emissions). As shown in the table, operational emissions, without any mitigation incorporated, would result in significant impacts for ROG, NO_x, CO, PM₁₀ and PM_{2.5}.

Table 4.2-4 Estimated Daily Operational Emissions					
	ROG	NO_x	CO	PM₁₀	PM_{2.5}
2035 Growth					
Area Source	275	5	446	9	9
Mobile Source	845	677	3,437	704	199
Total	1,120	682	3,884	713	208
SCAQMD Thresholds	55	55	550	150	55
Significant?	Yes	Yes	Yes	Yes	Yes
SOURCE: Atkins (2013) (Assumptions and modeling output are provided in Appendix C).					

The proposed Plan would provide for infill development in an already established urban area, which would result in the reduction of trips from the existing transit and pedestrian amenities. Reductions from these features were included in the trip rates provided by KOA and were incorporated into the model, which are reflected in the emissions in Table 4.2-4. Implementation of the proposed Plan would reduce ROG, PM₁₀, and PM_{2.5} emissions by implementing green building policies and reducing VMT generated by projected growth. For example, Mobility Goal 2, (Safe and convenient pedestrian and bicycle access to transit, jobs, services, school and parks in character with East Los Angeles) would provide for increased connectivity within the SPA. In addition, Land Use Goal 2 (Transit-supportive residential densities are accommodated in a manner that protects and preserve the character of the existing residential neighborhoods) would increase density by developing a greater number residential uses within 0.25 mile of transit facilities and thereby increase transit accessibility of transit stops within the SPA. The following mitigation measures will provide for additional reductions of criteria pollutant emissions within the SPA. Mitigation measures MM4.2-5 and MM4.2-8 would reduce the burning of wood or fossil fuels which emit high levels of criteria pollutants. Mitigation measures MM4.2-6 and MM4.2-7 would limit the amount of VOCs allowed for various commercial activities. Mitigation measure MM4.2-9 would reduce energy consumption through making the development more energy efficient. All of these mitigation

measures reduce the amount of criteria pollutants that would be generated and emitted through the day to day operation of the project.

- MM4.2-5** *Reduction or elimination of fireplaces within residential development such that there are no fireplaces within 95 percent of all new/redeveloped single family residential development or 100 percent of all multifamily residential development (new and redeveloped) within the Specific Plan area. Compliance would be ensured through City review prior to the issuance of a building permit.*
- MM4.2-6** *All commercial development will use low-VOC architectural coating such that interior coatings do not exceed 10 grams per liter (g/l) of VOC content and exterior coatings do not exceed 100 g/l. This measure is to be made a condition of approval for continued upkeep of the property.*
- MM4.2-7** *All commercial developments will use low-VOC cleaning supplies. This measure is to be made a condition of approval for continued upkeep of the property.*
- MM4.2-8** *All new development shall have electrical outlets associated with the outside of the buildings such that all landscaping equipment could be electrically operated. New single-family home developers should consider including electric lawnmowers as part of the purchase agreement.*
- MM4.2-9** *All new development shall comply with the Title 24 requirements in effect at the time of construction and shall, at a minimum, exceed 2013 Title 24 energy efficiency standards by 15 percent.*

While the implementation of mitigation measures MM4.2-4 through MM4.2-9 will reduce air quality operational emission impacts, buildout of the proposed Plan would still result in vehicle and area emissions that would exceed the SCAQMD’s daily thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}, as shown in Table 4.2-5 (Estimated Mitigated Daily Operational Emissions). Therefore, impacts from operational emissions would be **significant and unavoidable**.

Table 4.2-5 Mitigated Daily Operational Emissions					
	ROG	NO_x	CO	PM₁₀	PM_{2.5}
2035 Growth					
Area Source	238	5	435	3	3
Mobile Source	796	638	3,240	664	188
Total	1,035	643	3,675	666	191
SCAQMD Thresholds	55	55	550	150	55
Significant?	Yes	Yes	Yes	Yes	Yes

SOURCE: Atkins (2013) (calculation sheets are provided in Appendix C).

Threshold	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
-----------	--

Impact 4.2-3 **Implementation of the Specific Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.**

The Basin is designated as a federal-level severe nonattainment area for ozone, meaning that federal ambient air quality standards are not expected to be met for more than 18 years, and as nonattainment areas for PM₁₀, PM_{2.5}, and lead. The Basin is a state-level extreme nonattainment area for ozone, and is a state-level nonattainment area for PM_{2.5} and PM₁₀ (California ARB 2013b). As indicated under Impact 4.2-2, emissions from operational activities are anticipated to exceed the SCAQMD operational threshold before and after mitigation. Because emissions from the SPA would be significant on a project level, and the Basin is in nonattainment for ozone, PM₁₀ and PM_{2.5}, this is considered to be a potentially significant cumulative impact. Implementation of mitigation measures MM4.2-3 through MM4.2-9 would reduce impacts from the projects generation of criteria pollutants from construction and the operation of the project, but not to below regulatory thresholds. Because the project exceeds the thresholds for PM₁₀ and PM_{2.5} directly, and the thresholds for NO_x and ROG (precursors for Ozone), criteria pollutants for which the Basin is in nonattainment, the project would make a cumulatively considerable contribution. Additionally, construction emissions cannot be quantified and are therefore assumed to be significant and unavoidable at a project level. Because all exceedances of project-level thresholds inhibit the Basin’s ability to reach attainment, any exceedance is considered a *significant and unavoidable cumulative* impact.

Threshold	Would the project expose sensitive receptors to substantial pollutant concentrations?
-----------	---

Impact 4.2-4 **Implementation of the Specific Plan would expose sensitive receptors to substantial pollutant concentrations. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.**

CO Hotspot Analysis

Maximum existing plus project CO concentrations were calculated for the ten intersections within the SPA that would be affected by project-related traffic volumes. These intersections represent the lowest level of service for existing intersections or the greatest peak hour traffic as determined from the project specific traffic study (Appendix G) (KOA Corporation 2013). As all other intersections are expected to operate at a better LOS or have less peak hour traffic than those modeled, those intersections would

produce lower CO concentrations. The results of the CO hotspot analysis are presented in Table 4.2-6 (Existing Plus Project Localized Carbon Monoxide Concentrations). As shown in the table, no intersection currently exceeds national or state standards for 1-hour or 8-hour CO concentrations. Therefore, CO hotspots would not be created with the implementation of the proposed Plan. Impacts from CO related vehicle emissions are considered *less than significant*, and no mitigation is required.

Table 4.2-6 Existing Plus Project Localized Carbon Monoxide Concentrations

Intersection	Peak Hour Volume	1-Hr Conc. (ppm) ^{a,b}	8-Hr Conc. (ppm) ^c	Exceeds Standard?
State Standards	—	20	9	—
Indiana St & Cesar E Chavez Ave	4,253	4.7	3.6	No
Rowan Ave & Cesar E Chavez Ave	4,693.0	4.8	3.7	No
Hazard Ave & Cesar E Chavez Ave	4,670	4.8	3.7	No
Ford Blvd & Cesar E Chavez Ave	4,897	4.8	3.7	No
Lorena St & 1 st St	4,478	4.4	3.4	No
Indiana St & 1 st Ave	4,432	4.7	3.6	No
Gage Ave & 1 st Ave	3,660	4.2	3.2	No
Eastern Ave & 1 st Ave	6,188	5.0	3.8	No
Eastern Ave & 3 rd St	2,522	3.8	3.0	No
Atlantic Blvd & Beverly Blvd	3,673	4.1	3.2	No

SOURCE: Atkins (2013) (calculation sheets are provided in Appendix C).

- a. National 1-hour standard is 35.0 parts per million. State 1-hour standard is 20.0 parts per million.
- b. Data for the 1-hour concentration was taken from the highest peak hour result, AM Peak Hour or PM Peak Hour, whichever is greater.
- c. National 8-hour standard is 9.0 parts per million. State 8-hour standard is 9.0 parts per million.

TAC Analysis

Diesel particulate matter, a carcinogen, is also a component of exhaust. However, construction of individual development projects pursuant to the proposed Plan would be short-term in nature. Estimation of the cancer risk from diesel particulate matter assumes long-term (70-year lifetime) exposure of the pollutant. Therefore, the cancer risk generated during construction is anticipated to be less than significant.

TACs of potential concern within the SPA include diesel particulate matter, a form of PM₁₀ and PM_{2.5} emitted mostly from diesel-powered equipment during construction activities, and chemicals emitted from the industrial uses within the County. Individual types of commercial projects that could result from the implementation of the proposed Plan are unknown; therefore, pollutant sources cannot be identified, nor emissions quantified. However, as the proposed development/redevelopment in the SPA is predominantly residential with some regional retail, it is unlikely the development would result in operational emissions of diesel exhaust that would qualify the project as a TAC emitter, as these are typically associated with warehouse, industrial, and manufacturing uses). Further, the land uses that are typically considered TAC emitters (large box warehouses, industrial and manufacturing facilities, refineries, etc.) would not be allowed within a mixed-use or residential neighborhood. The only foreseen

exception would be local-serving gas stations. Additionally, the SCAQMD has permitting requirements for stationary source emitters such as generators, which may be located at some of the new and redeveloped properties. The permitting requirement that generators meet a certain level of emissions compliance consistent with the district's attainment of air quality standards will result in less than significant emissions from these permitted sources.

The daily operation of land uses under the proposed Plan may include the implementation of land uses that would emit TACs (such as gas stations) or the siting of sensitive receptors in the vicinity of existing TAC emitters, such as gas stations or high-volume roadways/freeways. This is considered a potentially significant impact. However, implementation of mitigation measure MM4.2-10 would reduce this impact to ***less than significant***, because it would ensure that new TAC sources or sensitive land uses are located an appropriate distance away from existing sensitive receptors or sources, respectively.

MM4.2-10 *As a condition of approval, development and redevelopment projects that would be a TAC source or would be considered a sensitive receptor (residential development) within the Specific Plan area shall adhere to the buffer distances for siting toxic air contaminants (TAC) emitters or sensitive land uses in the vicinity of existing TAC sources in accordance with the California Air Resources Board Air Quality and Land Use Handbook (June 2005, or most current adaptation); or conduct a development specific health risk assessment and achieve an acceptable interior risk level (less than 10 in a million, or the standards at the time of development) for sensitive receptors. All appropriate measures determined by the health risk assessment to reduce risk to sensitive receptors shall be incorporated into the individual project building design.*

LST Analysis

LSTs have been developed by the SCAQMD to determine maximum allowable concentrations of criteria air pollutants for projects. Construction emissions are dependent on the number of construction equipment and delivery vehicles operating, the length of time in operation, and the amount of soil that is disturbed on a daily basis. Without a known schedule or an anticipated annual or daily level of construction, construction emissions cannot be accurately estimated.

Construction activities for each development project under the proposed Plan will be required to conduct an LST analysis with respect to CO, NO₂, PM₁₀, and PM_{2.5}, emissions, as a condition of approval under mitigation measure MM4.2-4. Due to the unknown level of construction activity that would occur on any given day during proposed Plan build-out, and the location of construction with respect to sensitive receptors, this is considered a potentially significant impact. Implementation of the SCAQMD standard code requirements, best available control measures (BSCMs) (current are included in Appendix C), and standard SCAQMD mitigation measures that are in use at the time of development would reduce construction impacts. Impacts from construction are greater the closer construction activities are to sensitive receptors. Since the SPA is predominantly residential new development would occur relatively close to existing sensitive receptors. Individual projects, even with implementation of the mitigation measures MM4.2-3 and MM4.2-4, could exceed LST thresholds when construction activities are in close proximity to sensitive receptors. Therefore, localized construction impacts would be a ***significant and unavoidable*** impact for construction activities.

Threshold	Would the project create objectionable odors affecting a substantial number of people?
-----------	--

Impact 4.2-5 **Implementation of the Specific Plan could create objectionable odors affecting a substantial number of people. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

Odors emanate from trace substances within the air that can be perceived by the sense of smell. This analysis focuses on objectionable odors. Although almost any land use has the potential to emit odors, some land uses are more likely to produce odors because of their operations. Land uses that are known to have the potential to emit odors include: agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants.

Based on the specific uses anticipated under the proposed Plan, the potential for land uses that emit objectionable odors is low. However, as all of the land uses are not known, there is the slight potential that new development operations could emit odors. Therefore the emission of objectionable odors represents a potentially significant impact.

Based on mitigation measure MM4.2-11, each individual development project under the proposed Plan would be required to evaluate the project with respect to odor impacts. By evaluating for potential odor impacts early in the development process, odor sources can be sited away from sensitive receptors or mitigated to a level where odors are not objectionable. Potential measures that could be implemented on a project level include locating potential odor sources downwind from existing sensitive receptors and potential sensitive receptors upwind from existing odor sources, maintaining an adequate buffer between potential odor sources and receptors such that emitted odors are dissipated before reaching the receptors (minimum of 500 feet depending on odor source), and designing odor-emitting source facilities such that odor emitters are located as far from potential receptors as possible and stack heights are balanced to provide the maximum dispersion of odor between the stack and the nearest sensitive receptors. In the event that an odor emitting source is developed in the SPA, appropriate measures would be considered by the County as the development projects are proposed, and appropriate mitigation will be implemented on the project level. Therefore, this impact would be considered *less than significant* with mitigation.

MM4.2-11 *As a condition of approval all development/redevelopment under the Specific Plan area shall require an analysis of the potential for generating odors that would affect a substantial number of people or of the development placing people near existing objectionable odor sources.*

4.2.4 Cumulative Impacts

The 2012 AQMP was prepared to accommodate growth, to reduce high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because this growth is included in the projections used to formulate the AQMP. Because the AQMP considers all activities within the SCAQMD’s jurisdiction, project that are consistent with the AQMP at a project level would not be cumulatively considerable while those that are not consistent with the AQMP at a project level would result in cumulatively considerable impacts.

As detailed under Impact 4.2-1, the proposed Plan would exceed per capita emissions for 2020 and 2035 without mitigation; therefore, this is considered a potentially significant impact. However, implementation of mitigation measure MM4.2-1 and MM4.2-2 would reduce impacts such that the proposed Plan is consistent with the RTP. As the proposed Plan is consistent with the County's General Plan and with the RTP after mitigation, this impact would be *less than significant*.

The Basin is designated as a federal-level severe nonattainment area for ozone, meaning that federal ambient air quality standards are not expected to be met for more than 18 years, and is a nonattainment area for PM₁₀, PM_{2.5} and lead. The Basin is a state-level extreme nonattainment area for ozone, and is a state-level nonattainment area for PM_{2.5} and PM₁₀ (California ARB 2013b). As indicated under Impact 4.2-2, emissions from operational activities are anticipated to exceed the operational threshold for ROG, CO, NO_x, PM₁₀, and PM_{2.5} emissions before and after mitigation. Additionally, construction emissions were determined to potentially exceed thresholds even with the incorporation of mitigation. Because emissions from the SPA would be significant on a project level, and the Basin is in nonattainment for ozone, PM₁₀ and PM_{2.5}, the emission of criteria pollutants from construction and daily operation is considered to be a potentially significant cumulative impact for all criteria pollutants. Implementation of mitigation measures MM4.2-1, MM4.2-2, and MM4.2-4 through MM4.2-9 would reduce these impacts, but not to below the regulatory thresholds. Because the proposed Plan exceeds the regulatory thresholds the proposed Plan would make a cumulatively considerable contribution to the cumulative impact for all criteria pollutants. Because the exceedance of project-level thresholds will inhibit the Basin's ability to reach attainment, projects that exceed project-level thresholds would be considered to create a cumulatively considerable impact. As the proposed Plan exceeds the project-level thresholds for all criteria pollutants, implementation of the proposed plan would result in a *significant cumulative* impact.

CO concentrations were calculated for the 10 intersections within the SPA that would be most affected by project-related traffic volumes at building with the implementation of the proposed Plan and other foreseeable future projects. These intersections represent the lowest level of service (F) for existing intersections and the greatest peak hour traffic as determined from the project specific traffic study (Appendix G) (KOA Corporation 2013). The assumptions and methodology used in this analysis are discussed in Section 4.2.3 and in Appendix C. As all other intersections are expected to operate at a better LOS or have less of traffic, those intersections would produce lower CO concentrations. The results of the cumulative CO analysis are presented in Table 4.2-7 (Cumulative Localized Carbon Monoxide Concentrations). As shown, no intersection exceeds national or state standards for 1-hour or 8-hour CO concentrations. Therefore, CO hotspots would not exist in the SPA after the buildout of the Plan development. The impact on sensitive receptors from the localized emission of CO is considered *less than significant*, and no mitigation is required.

The SCAQMD provides a detailed analysis of existing TAC health risks within the District that indicates existing cancer risk within the SPA is between 1,124 and 1,531 cases in a million. Operational activities under the proposed Plan will not include industrial process that will emit TACs however there may be stationary sources located at retail facilities that emit some TACs or sensitive receptors may be sited in the vicinity of existing TAC emitters. The potential increase in TAC emissions could result in a cumulatively considerable contribution to TAC impacts. However, implementation of mitigation measure

MM4.2-10 in combination with adherence to current County and SCAQMD regulatory requirements at the time of construction would result in a *less-than-significant cumulative* impact for development within the SPA.

Table 4.2-7 Cumulative Localized Carbon Monoxide Concentrations					
<i>Intersection</i>	<i>Level of Service</i>	<i>Peak Hour Volume</i>	<i>1-Hr Conc. (ppm)</i>	<i>8-Hr Conc. (ppm)</i>	<i>Exceeds Standard?</i>
State Standards	—	—	20	9	—
Atlantic Blvd & Beverly Blvd	F	6,215.0	3.5	2.8	No
Eastern Ave & 3 rd St	F	5,855.0	3.6	2.8	No
Atlantic Blvd & 3 rd St	F	5,847.0	3.6	2.8	No
Eastern Ave & Whittier Blvd	F	5,480.0	3.6	2.8	No
Arizona Ave & Whittier Blvd	F	5,195.0	3.6	2.8	No
Mednik Ave & 3 rd St	F	5,174.0	3.5	2.8	No
Ford Blvd & 3 rd St	F	5,109.0	3.6	2.8	No
Downey Rd & Whittier Blvd	F	4,723.0	3.5	2.8	No
Downey Rd & 3 rd St	F	4,651.0	3.6	2.8	No
SR-60 WB on/off Ramps & 3 rd St	F	4,496.0	3.5	2.8	No

SOURCE: Atkins (2013) (calculation sheets are provided in Appendix C).

- a. National 1-hour standard is 35.0 parts per million. State 1-hour standard is 20.0 parts per million.
- b. National 8-hour standard is 9.0 parts per million. State 8-hour standard is 9.0 parts per million.
- c. Data for the 1-hour concentration was taken from the highest peak hour result, A.M. Peak Hour or P.M. Peak Hour, whichever is greater.

Construction activities have the potential to impact local sensitive receptors due to close proximity of the construction emissions with sensitive receptors. Because construction activities are of limited duration and in a limited area it is unlikely that construction being undertaken now would overlap with construction under the proposed plan. However, without a known schedule or an anticipated annual or daily level of construction for development under the proposed Plan, timing and emission levels cannot be accurately estimated. Therefore, construction for the proposed plan is considered a potentially significant impact on the project level. Implementation of the SCAQMD standard code requirements, best available control measures (BSCMs) (current are included in Appendix C), and standard SCAQMD mitigation measures that are in use at the time of development in addition to measures MM4.2-1 through MM4.2-2 would reduce this impact by requiring the use of equipment and construction materials that emits or generate reduced levels of criteria pollutants. However, the mitigation will not necessarily to a less-than-significant level. Because the timing and extent of current construction’s overlap with nearby construction under the proposed Plan is unknown, construction activities would make a cumulatively considerable contribution to the project’s cumulative impact. Because the SCAQMD indicates that projects that are significant at a project level must also be determined to be significant at a cumulative level, localized construction impacts would result in a *significant and unavoidable cumulative* impact.

There are existing land uses within the SPA that have the potential to emit odors. As indicated under Impact 4.2-5, because of the unknown disposition of the developable land under the proposed Plan,

there is the potential that new development operations will emit odors that could be objectionable or could be in close proximity to existing odor sources. Therefore the proposed Specific Plan has the potential to result in a cumulative impact, and because the exact disposition of land uses is unknown, could result in a cumulatively considerable contribution to the project's cumulative impact. Based on MM4.2-11, each individual development project under the proposed Plan will be required to evaluate the project with respect to odor impacts. By evaluating for potential odor impacts early in the development process, odor sources can be sited away from sensitive receptors or mitigated to a level where odors are not objectionable. Because odors are localized impacts (typically dissipating within a couple hundred feet), the potential for numerous offensive odor sources to be located close to sensitive receptors is limited, and new odor sources or the location of new receptors near odor sources will be mitigated to the fullest extent under MM4.2-11, impacts from objectionable odors would result in a *less-than-significant cumulative* impact with mitigation.

4.2.5 References

- California Air Resources Board (California ARB). 2005. *Air Quality and Land Use Handbook—A Community Health Perspective*, April.
- . 2010. *Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data*, August 9. <http://arb.ca.gov/cc/sb375/mpo.co2.reduction.calc.pdf>.
- . 2013a. Area Designations (Activities and Maps), last reviewed April 22. <http://www.arb.ca.gov/desig/changes.htm#summaries> (accessed November 4, 2013).
- . 2013b. Area Designations Map/State and National, last reviewed April 22. <http://www.arb.ca.gov/desig/adm/adm.htm> (accessed November 2013).
- California Office of Environmental Health Hazard Assessment (COEHHA). 2003. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, August, adopted October 3, 2003.
- KOA Corporation. 2013. *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*. Draft, November 7.
- South Coast Air Quality Management District (SCAQMD). 2003. *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, August.
- . 2008a. *CEQA Air Quality Handbook and Thresholds of Significance*, updated 2008. <http://www.aqmd.gov/ceqa/hdbk.html>.
- . 2008b. *Final Localized Significance Threshold Methodology*, June 2003, revised July 2008. http://www.aqmd.gov/ceqa/handbook/lst/Method_final.pdf.
- . 2008c. *Multiple Air Toxic Exposure Study in the South Coast Air Basin*. Final Report, September. <http://www2.aqmd.gov/webappl/matesiii/> (interactive map accessed November 4, 2013).
- . 2010. Historical Data by Year. <http://www.aqmd.gov/smog/historicaldata.htm> (accessed November 2012).
- . 2011a. California Emissions Estimator Model (CalEEMod). Ver. 2011.1.1.

———. 2011b. Historical Data by Year. <http://www.aqmd.gov/smog/historicaldata.htm> (accessed November 2012).

———. 2012. Historical Data by Year. <http://www.aqmd.gov/smog/historicaldata.htm> (accessed November 2012).

———. 2013. *Final 2012 Air Quality Management Plan*, February. <http://www.aqmd.gov/aqmp/2012aqmp/index.htm> (accessed June 5, 2012).

The Weather Channel. n.d. Monthly Weather for Los Angeles, CA, <http://www.weather.com/weather/wxclimatology/monthly/90089> (accessed November 4, 2013).

U.S. Environmental Protection Agency (USEPA). 2012. The Green Book Nonattainment Areas for Criteria Pollutants, updated March 30. <http://www.epa.gov/air/oaqps/greenbk/index.html> (accessed November 4, 2013).

WeatherSpark. n.d. Average Weather for Los Angeles, California, USA (Civic Center). <http://weatherspark.com/averages/29963/Los-Angeles-California-United-States> (accessed November 4, 2013).

4.3 BIOLOGICAL RESOURCES

This section of the EIR analyzes the potential environmental effects on biological resources from implementation of the proposed plan. Available information pertaining to biological resources within the Specific Plan area (SPA), which refers to the area directly or indirectly affected by proposed actions, was reviewed during this analysis, including (but not limited to):

- Aerial imagery of the SPA and vicinity
- Los Angeles County General Plan (2012 Draft)
- California Native Plant Society (CNPS), Inventory of Rare and Endangered Plants for the Burbank, El Monte, Hollywood, Inglewood, Los Angeles, Mt. Wilson, Pasadena, South Gate, and Whittier US Geological Survey (USGS) topographic quadrangles (2013)
- California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB) records for the Burbank, El Monte, Hollywood, Inglewood, Los Angeles, Mt. Wilson, Pasadena, South Gate, and Whittier USGS topographic quadrangles (2013)
- CDFW, California Wildlife Habitat Relationships (CWHR) Database (2002)
- The Jepson Manual: Higher Plants of California (Hickman 1993)
- Local Land Use and Development Codes, East Los Angeles Community Plan, and Los Angeles County Sensitive Bird Species information
- US Fish and Wildlife (USFWS), list of federal Endangered and Threatened species that occur in or may be affected by projects in Los Angeles County (2013) as well as a Natural Resources of Concern Endangered Species Act Species List of species that may be affected by the project
- USGS, 7.5-minute Los Angeles topographic quadrangle

Full reference-list entries for all cited materials are provided in Section 4.3.5 (References).

No comment letters addressing biological resources were received in response to the Notice of Preparation (NOP) circulated for the proposed plan.

4.3.1 Environmental Setting

The following section describes conditions of the SPA with emphasis on biological resources.

■ Regional Setting

The East Los Angeles 3rd Street SPA is centrally located in the southern portion of Los Angeles County, California, where Interstate 710 (I-710) intersects with State Route 60 (SR-60). The plan area is situated around East 3rd Street (in Los Angeles) between South Sadler Avenue and South Indiana Street. The primary objectives of the Specific Plan are to guide the growth and development of the 3rd Street plan area by encouraging infill of vacant properties and reuse of underutilized buildings as well as transforming areas around Gold Line stations into mixed-use centers. The plan area occurs on the USGS 7.5-minute Los Angeles topographical quadrangle map. As described by the CDFW from *A Guide to*

Wildlife Habitats of California (1988), habitat within Los Angeles County is extremely diverse and includes 46 different general habitat types.

■ **Local Setting**

Habitat within the plan area consists entirely of urban developed lands. The plan area is situated within the Los Angeles River Watershed Management Area; however, no major river, stream, or channel occurs within or immediately adjacent to the plan area. Habitat surrounding the plan area is also primarily urban.

■ **Biological Communities**

Habitat occurring within the SPA is discussed below. Sensitive habitats and natural communities that are known in the vicinity of the plan area are also described. This information provides the basis for evaluating the potential for occurrence of special-status species within the plan area.

Urban

Urban habitat is distinguished by the presence of both native and exotic species maintained in a relatively static composition within a downtown, residential, or suburban setting. Species richness in these areas depends greatly upon community design (i.e., open space considerations) and proximity to the natural environment (CDFW 2002).

The CWHR database classifies urban habitat into five different vegetation types: tree grove, street strip, shade tree/lawn, lawn, and shrub cover (CDFW 2002). Tree groves refer to conditions typically found in city parks, green belts, and cemeteries. These areas vary in tree height, spacing, crown shape, and understory conditions; however, they have a continuous canopy. Street strip vegetation, located roadside, varies with species type, but typically includes a ground cover of grass. Shade trees and lawns refer to characteristic residential landscape, which is reminiscent of natural savannas. Lawns are composed of a variety of grasses, maintained at a uniform height with continuous ground cover through irrigation and fertilization. Shrub cover refers to areas commonly landscaped and maintained with hedges, as typically found in commercial districts. All five types of urban habitat are generally found in combination creating considerable edge effect, which can be more valuable to wildlife than any one individual unit (CDFW 2002).

The Los Angeles 3rd Street SPA includes urban habitat consisting of residential, commercial, and recreational (open space) areas. Street strip and shade tree/lawn is common within the plan area. Commercial areas are dominated by shrub cover. Tree groves exist at Calvary Cemetery, Belvedere Park, and near the Civic Center. Vegetation is composed of a variety of manicured or maintained natives and ornamentals. Implementation of plan objectives would not result in a significant change of habitat within the area.

Critical Habitat

Critical habitat is designated by the USFWS under the federal Endangered Species Act of 1973 (FESA). Critical habitat refers to a specific geographic area(s) that contains features essential for conservation of a threatened or endangered species and that may require special management and protection. This

designation may include an area that is not currently occupied by the species but that will be needed for recovery.

No critical habitat was identified within the plan area or is expected to be impacted by implementation of plan objectives.

Sensitive Natural Communities

Sensitive habitats include (a) areas of special concern to resource agencies, (b) areas protected under the California Environmental Quality Act (CEQA), (c) areas designated as sensitive natural communities by CDFW, and (d) areas protected under local regulations and policies.

The CNDDDB identified seven sensitive natural communities as reported within the general vicinity of the SPA. They are California walnut woodland, open Engelmann oak woodland, Riversidean alluvial fan sage scrub, southern coast live oak riparian forest, southern cottonwood willow riparian forest, southern sycamore alder riparian woodland, and walnut forest. None of these sensitive natural communities are known to occur within the SPA.

Wetlands and Jurisdictional Waters

The definition and regulatory framework of jurisdictional waters and wetlands are described in the “Clean Water Act” section of Section 4.3.2 (Regulatory Framework).

The SPA is situated in the Los Angeles River Watershed Management Area. The plan area does not include any major river, stream, or channel, but local water flows may have connectivity to larger regional watersheds outside the plan area. Additionally, wetland vegetation may be supported in the plan area where sufficient hydrologic and soil conditions exist.

Wildlife Corridors

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Corridors are present in a variety of habitats and link undisturbed areas that would otherwise be fragmented. Maintaining the continuity of established wildlife corridors is important to (a) sustain species with specific foraging requirements, (b) preserve a species’ distribution potential, and (c) retain diversity among many wildlife populations. Therefore, resource agencies consider wildlife corridors to be a sensitive resource.

No wildlife movement corridors or regional wildlife linkages have been identified within the SPA.

■ Special-Status Species

For the purposes of this investigation, special-status species include plants and wildlife that are any of the following:

- Listed and protected under the federal and/or California Endangered Species Acts
- Listed and protected under other federal and/or state regulations

- Sufficiently rare to qualify for listing or protection under federal and/or state regulations
- Considered unique or in decline by the scientific community

Table 4.3-1 (Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area) lists special-status species identified by the USFWS that may be affected by projects in Los Angeles County (USFWS 2013). Table 4.3-1 also includes species (if appropriate) identified in the CNDDDB and CNPS inventory within a nine USGS topographical quadrangle search range of the Los Angeles quadrangle (CDFW 2013a, 2013b; CNPS 2013). Quadrangles included in the data search were Burbank, El Monte, Hollywood, Inglewood, Los Angeles, Mt. Wilson, Pasadena, South Gate, and Whittier. Species listed as being unlikely to occur within the plan area are considered to be beyond their known range or to have low habitat suitability for reproduction, cover, and/or foraging. The CNDDDB includes records of five special-status species recorded within the SPA. They are burrowing owl (*Athene cunicularia*), southwestern willow flycatcher (*Empidonax traillii extimus*), coast horned lizard (*Phrynosoma blainvillii*), bank swallow (*Riparia riparia*), and American badger (*Taxidea taxus*).

Species potentially needing further study, based on the analysis presented in Table 4.3-1, are listed in Table 4.3-2 (Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area Requiring Further Study). These species are also addressed in the following pages.

Listed and Sensitive Plants

No special-status plant species are documented as occurring within or immediately adjacent to the SPA. Due to the urban development and high level of disturbance within the area, no special-status plant species are expected to occur within the plan area.

Listed and Sensitive Wildlife

Based on USFWS and CNDDDB information, several special-status animals are known from within the region of the project vicinity (see Table 4.3-1). However, because habitat in the plan area provides very limited or no suitability for these species, they are not expected to be present within the area. After further review of species' life history and habitat suitability data, as well as consulting the Los Angeles County General Plan, five individual species of nesting raptors and migratory birds that are protected under California Fish and Game Code (CFGF) Section 3503.5 and the Migratory Bird Treaty Act (MBTA) have a potential for occurrence within the plan area and possibly require further study. These species are discussed below.

Burrowing Owl (*Athene cunicularia*)

Burrowing owl is a California species of concern found commonly in fallow agricultural fields and low-growing grassland. This gregarious owl has been reported from disturbed and human-managed habitats such as airport fields, highway shoulders, golf courses, and vacant lots. As a subterranean nester, the burrowing owl is dependent on ground squirrels or other small mammals for ideal nest sites and tends to reuse the same burrows year after year. Man-made structures such as cement culverts, debris piles, or openings beneath pavement can also provide suitable nest areas. Burrowing owls can often be seen during the day perching near their burrow (CDFW 2002).

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Plants						
Parish's oxytheca	<i>Acanthoscyphus parishii</i> var. <i>parishii</i>	—/—/4.2	Chaparral, lower montane coniferous forest; sandy or gravelly places (1,220- to 2,600-meter elevation) Blooms: June–September	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Parish's oxytheca would be present due to the consistent disturbance and lack of required habitat.	No
San Gabriel manzanita	<i>Arctostaphylos glandulosa</i> ssp. <i>gabrielensis</i>	—/—/1B.2	Chaparral; rocky outcrops, can be dominant shrub where it occurs (1,500-meter elevation) Blooms: March	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely San Gabriel manzanita would be present due to the consistent disturbance and lack of required habitat.	No
Marsh sandwort	<i>Arenaria paludicola</i>	FE/CE/1B.1	Marshes and swamps; growing up through dense mats of <i>Typha</i> , <i>Juncus</i> , <i>Scirpus</i> , etc. in freshwater marsh (10- to 170-meter elevation) Blooms: May–August	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely marsh sandwort would be present due to the consistent disturbance and lack of required habitat.	No
Western spleenwort	<i>Asplenium vespertinum</i>	—/—/4.2	Chaparral, cismontane woodland, coastal scrub; rocky sites (180- to 1,000-meter elevation) Blooms: February–June	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely western spleenwort would be present due to the consistent disturbance and lack of required habitat.	No
Braunton's milk-vetch	<i>Astragalus brauntonii</i>	FE/—/1B.1	Closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grassland; recent burns or disturbed areas, in saline, somewhat alkaline soils (soil specialist) high in calcium, magnesium, with some potassium (4- to 640-meter elevation) Blooms: January–August	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Braunton's milk-vetch would be present due to the consistent disturbance and lack of required habitat.	No
Ventura marsh milk-vetch	<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>	FE/CE/1B.1	Coastal salt marsh; within reach of high tide or protected by barrier beaches, more rarely near seeps on sandy bluffs (1- to 35-meter elevation) Blooms: June–October	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Ventura marsh milk-vetch would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Coastal dunes milk-vetch	<i>Astragalus tener</i> var. <i>titi</i>	FE/CE/1B.1	Coastal bluff scrub, coastal dunes; moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean, one site on a clay terrace (1- to 50-meter elevation) Blooms: March–May	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely coastal dunes milk-vetch would be present due to the consistent disturbance and lack of required habitat.	No
Parish's brittlescale	<i>Atriplex parishii</i>	—/—/1B.1	Alkali meadows, vernal pools, chenopod scrub, playas; usually on drying alkali flats with fine soils (25- to 1,900-meter elevation) Blooms: June–October	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Parish's brittlescale would be present due to the consistent disturbance and lack of required habitat.	No
Davidson's saltscale	<i>Atriplex serenana</i> var. <i>davidsonii</i>	—/—/1B.2	Coastal bluff scrub, coastal scrub; alkaline soil (3- to 250-meter elevation) Blooms: April–October	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Davidson's saltscale would be present due to the consistent disturbance and lack of required habitat.	No
Nevin's barberry	<i>Berberis nevinii</i>	FE/CE/1B.1	Chaparral, cismontane woodland, coastal scrub, riparian scrub; on steep, north-facing slopes or in low grade sandy washes (290- to 1,575-meter elevation) Blooms: March–June	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Nevin's barberry would be present due to the consistent disturbance and lack of required habitat.	No
Round-leaved filaree	<i>California macrophylla</i>	—/—/1B.1	Cismontane woodland, valley and foothill grassland; clay soils (15- to 1,200-meter elevation) Blooms: March–May	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely round-leaved filaree would be present due to the consistent disturbance and lack of required habitat.	No
Catalina mariposa lily	<i>Calochortus catalinae</i>	—/—/4.2	Valley and foothill grassland, chaparral, coastal scrub, cismontane woodland; in heavy soils, open slopes, openings in brush (30- to 700-meter elevation) Blooms: February–June	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Catalina mariposa lily would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Slender mariposa lily	<i>Calochortus clavatus</i> var. <i>gracilis</i>	—/—/1B.2	Chaparral, coastal scrub; shaded foothill canyons, often on grassy slopes within other habitat (420- to 760-meter elevation) Blooms: March–June	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely slender mariposa lily would be present due to the consistent disturbance and lack of required habitat.	No
Plummer's mariposa lily	<i>Calochortus plummerae</i>	—/—/4.2	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane coniferous forest; occurs on rocky and sandy sites, usually of granitic or alluvial material, can be very common after fire (100- to 1,700-meter elevation) Blooms: May–July	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Plummer's mariposa lily would be present due to the consistent disturbance and lack of required habitat.	No
Intermediate mariposa lily	<i>Calochortus weedii</i> var. <i>intermedius</i>	—/—/1B.2	Coastal scrub, chaparral, valley and foothill grassland; dry, rocky open slopes and rock outcrops (120- to 850-meter elevation) Blooms: May–July	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely intermediate mariposa lily would be present due to the consistent disturbance and lack of required habitat.	No
Santa Barbara morning-glory	<i>Calystegia sepium</i> ssp. <i>binghamiae</i>	—/—/1B.1	Coastal marshes (0- to 30-meter elevation) Blooms: April–May	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Santa Barbara morning-glory would be present due to the consistent disturbance and lack of required habitat.	No
Lewis' evening-primrose	<i>Camissoniopsis lewisii</i>	—/—/3	Valley and foothill grassland, coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub; sandy or clay soil (0- to 300-meter elevation) Blooms: March–June	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Lewis' evening-primrose would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Southern tarplant	<i>Centromadia parryi</i> ssp. <i>australis</i>	—/—/1B.1	Marshes and swamps (margins), valley and foothill grassland; often in disturbed sites near the coast at marsh edges, also in alkaline soils and sometimes with saltgrass or in vernal pools (0- to 480-meter elevation) Blooms: May–November	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely southern tarplant would be present due to the consistent disturbance and lack of required habitat.	No
San Fernando Valley spineflower	<i>Chorizanthe parryi</i> var. <i>fernandina</i>	FC/CE/1B.1	Coastal scrub; sandy soils (3- to 1,035-meter elevation) Blooms: April–July	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely San Fernando spineflower would be present due to the consistent disturbance and lack of required habitat.	No
Parry's spineflower	<i>Chorizanthe parryi</i> var. <i>parryi</i>	—/—/1B.1	Coastal scrub, chaparral; dry slopes and flats, sometimes at interface of two vegetation types, such as chaparral and oak woodland, prefers dry, sandy soils (40- to 1,705-meter elevation) Blooms: April–June	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Parry's spineflower would be present due to the consistent disturbance and lack of required habitat.	No
California sawgrass	<i>Cladium californicum</i>	—/—/2B.2	Freshwater and alkali marshes, seeps; freshwater or alkaline moist habitats (60- to 600-meter elevation) Blooms: June–September	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely California sawgrass would be present due to the consistent disturbance and lack of required habitat.	No
Monkey-flower savory	<i>Clinopodium mimuloides</i>	—/—/4.2	North coast coniferous forest, riparian forest; streambanks (305- to 1,800-meter elevation) Blooms: June–October	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely monkey-flower savory would be present due to the consistent disturbance and lack of required habitat.	No
Small-flowered morning-glory	<i>Convolvulus simulans</i>	—/—/4.2	Chaparral, coastal scrub, valley and foothill grassland; wet clay, serpentine ridges (30- to 700-meter elevation) Blooms: March–July	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely small-flowered morning-glory would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Peruvian dodder	<i>Cuscuta obtusiflora</i> var. <i>glandulosa</i>	—/—/2B.2	Marshes and swamps (freshwater); freshwater marsh (15- to 280-meter elevation) Blooms: July–October	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Peruvian dodder would be present due to the consistent disturbance and lack of required habitat.	No
Slender-horned spineflower	<i>Dodecahema leptoceras</i>	FE/CE/1B.1	Chaparral, cismontane woodland, coastal scrub (alluvial fan sage scrub); flood deposited terraces and washes, associated with <i>Encelia</i> , <i>Dalea</i> , <i>Lepidospartum</i> , etc. (200- to 760-meter elevation) Blooms: April–June	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely slender-horned spineflower would be present due to the consistent disturbance and lack of required habitat.	No
Many-stemmed dudleya	<i>Dudleya multicaulis</i>	—/—/1B.2	Chaparral, coastal scrub, valley and foothill grassland; in heavy, often clayey soils or grassy slopes (0- to 790-meter elevation) Blooms: April–July	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely many-stemmed dudleya would be present due to the consistent disturbance and lack of required habitat.	No
San Antonio Canyon bedstraw	<i>Galium angustifolium</i> ssp. <i>gabrielense</i>	—/—/4.3	Chaparral, lower montane coniferous forest; dry rocky or sandy granitic slopes and ridges (1,200- to 2,650-meter elevation) Blooms: April–August	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely San Antonio Canyon bedstraw would be present due to the consistent disturbance and lack of required habitat.	No
San Gabriel bedstraw	<i>Galium grande</i>	—/—/1B.2	Cismontane woodland, chaparral, broadleaved upland forest, lower montane coniferous forest; open chaparral and low, open oak forest, on rocky slopes, probably under-collected due to inaccessible habitat (425- to 1,200-meter elevation) Blooms: January–July	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely San Gabriel bedstraw would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Johnston's bedstraw	<i>Galium johnstonii</i>	—/—/4.3	Lower montane coniferous forest (1,650- to 2,300-meter elevation) Blooms: June–July	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Johnston's bedstraw would be present due to the consistent disturbance and lack of required habitat.	No
Los Angeles sunflower	<i>Helianthus nuttallii</i> ssp. <i>parishii</i>	—/—/1A	Marshes and swamps (coastal salt and freshwater); historical from Southern California (5- to 1,675-meter elevation) Blooms: August–October	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Los Angeles sunflower would be present due to the consistent disturbance and lack of required habitat.	No
Urn-flowered alumroot	<i>Heuchera caespitosa</i>	—/—/4.3	Lower montane coniferous forest, upper montane coniferous forest, cismontane woodland, riparian forest; rocky sites (1,155- to 2,650-meter elevation) Blooms: May–August	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely urn-flowered alumroot would be present due to the consistent disturbance and lack of required habitat.	No
Mesa horkelia	<i>Horkelia cuneata</i> var. <i>puberula</i>	—/—/1B.1	Chaparral, cismontane woodland, coastal scrub; sandy or gravelly sites (70- to 810-meter elevation) Blooms: February–September	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely mesa horkelia would be present due to the consistent disturbance and lack of required habitat.	No
Southern California black walnut	<i>Juglans californica</i>	—/—/4.2	Chaparral, coastal scrub, cismontane woodland; slopes, canyons, alluvial habitats (50- to 900-meter elevation) Blooms: March–August	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Southern California black walnut would be present due to the consistent disturbance and lack of required habitat.	No
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	—/—/1B.1	Coastal salt marshes, playas, valley and foothill grassland, vernal pools; usually found on alkaline soils in playas, sinks, and grasslands (1- to 1,400-meter elevation) Blooms: February–June	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Coulter's goldfields would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
fragrant pitcher sage	<i>Lepechinia fragrans</i>	—/—/4.2	Chaparral (20- to 1,310-meter elevation) Blooms: March–October	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely fragrant pitcher sage would be present due to the consistent disturbance and lack of required habitat.	No
Robinson's pepper-grass	<i>Lepidium virginicum</i> var. <i>robinsonii</i>	—/—/4.3	Chaparral, coastal scrub; dry soils, shrubland (1- to 885-meter elevation) Blooms: January–July	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Robinson's pepper-grass would be present due to the consistent disturbance and lack of required habitat.	No
Ocellated Humboldt lily	<i>Lilium humboldtii</i> ssp. <i>ocellatum</i>	—/—/4.2	Chaparral, cismontane woodland, lower montane coniferous forest, riparian forest; yellow-pine forest or openings, oak canyons (30- to 1,800-meter elevation) Blooms: March–August	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely ocellated Humboldt lily would be present due to the consistent disturbance and lack of required habitat.	No
San Gabriel linanthus	<i>Linanthus concinnus</i>	—/—/1B.2	Lower montane coniferous forest, upper montane coniferous forest; dry rocky slopes, often in Jeffrey pine/canyon oak forest (1,575- to 2,545-meter elevation) Blooms: April–July	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely San Gabriel linanthus would be present due to the consistent disturbance and lack of required habitat.	No
Orcutt's linanthus	<i>Linanthus orcuttii</i>	—/—/1B.3	Chaparral, lower montane coniferous forest; sometimes in disturbed areas, often in gravelly clearings (1,060- to 2,000-meter elevation) Blooms: May–June	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Orcutt's linanthus would be present due to the consistent disturbance and lack of required habitat.	No
Davidson's bush-mallow	<i>Malacothamnus davidsonii</i>	—/—/1B.2	Coastal scrub, riparian woodland, chaparral, cismontane woodland; sandy washes (185- to 855-meter elevation) Blooms: June–January	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Davidson's bush-mallow would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Johnston's monkeyflower	<i>Mimulus johnstonii</i>	—/—/4.3	Lower montane coniferous forest; on scree, in rocky or gravelly sites, also in disturbed areas (1,280- to 2,920-meter elevation) Blooms: May–August	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Johnston's monkeyflower would be present due to the lack of required habitat.	No
California muhly	<i>Muhlenbergia californica</i>	—/—/4.3	Coastal sage, chaparral, lower montane coniferous forest, meadows; usually found near streams or seeps (400- to 2,000-meter elevation) Blooms: June–September	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely California muhly would be present due to the consistent disturbance and lack of required habitat.	No
Gambel's water cress	<i>Nasturtium gambelii</i>	FE/CT/1B.1	Marshes and swamps; freshwater and brackish marshes at the margins of lakes and along streams, in or just above the water level (5- to 330-meter elevation) Blooms: April–October	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Gambel's water cress would be present due to the consistent disturbance and lack of required habitat.	No
Spreading navarretia	<i>Navarretia fossalis</i>	FT/—/1B.1	Vernal pools, chenopod scrub, marshes and swamps, playas; San Diego hardpan and San Diego claypan vernal pools, in swales and vernal pools, often surrounded by other habitat types (30- to 665-meter elevation) Blooms: April–June	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely spreading navarretia would be present due to the consistent disturbance and lack of required habitat.	No
Prostrate vernal pool navarretia	<i>Navarretia prostrata</i>	—/—/1B.1	Coastal scrub, valley and foothill grassland, vernal pools; alkaline soils in grassland, or in vernal pools, mesic, alkaline sites (15- to 700-meter elevation) Blooms: April–July	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely prostrate vernal pool navarretia would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
California Orcutt grass	<i>Orcuttia californica</i>	FE/CE/B.1	Vernal pools (15- to 660-meter elevation) Blooms: April–August	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely California Orcutt grass would be present due to the consistent disturbance and lack of required habitat.	No
Hubby's phacelia	<i>Phacelia hubbyi</i>	—/—/4.2	Chaparral, coastal scrub, valley and foothill grassland; gravelly, rocky areas and talus slopes (0- to 1,000-meter elevation) Blooms: April–July	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Hubby's phacelia would be present due to the consistent disturbance and lack of required habitat.	No
Brand's star phacelia	<i>Phacelia stellaris</i>	FC/—/1B.1	Coastal scrub, coastal dunes; open areas (5- to 1,515-meter elevation) Blooms: March–June	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Brand's star phacelia would be present due to the consistent disturbance and lack of required habitat.	No
White rabbit-tobacco	<i>Pseudognaphalium leucocephalum</i>	—/—/2B.2	Riparian woodland, cismontane woodland, coastal scrub, chaparral; sandy, gravelly sites (0- to 2,100-meter elevation) Blooms: July–December	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely white rabbit-tobacco would be present due to the consistent disturbance and lack of required habitat.	No
San Gabriel oak	<i>Quercus durata</i> var. <i>gabrielensis</i>	—/—/4.2	Chaparral, cismontane woodland (450- to 1,000-meter elevation) Blooms: April–May	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely San Gabriel oak would be present due to the consistent disturbance and lack of required habitat.	No
Engelmann oak	<i>Quercus engelmannii</i>	—/—/4.2	Cismontane woodland, chaparral, riparian woodland, valley and foothill grassland (395- to 1,300-meter elevation) Blooms: March–June	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Engelmann oak would be present due to the consistent disturbance and lack of required habitat.	No
Parish's gooseberry	<i>Ribes divaricatum</i> var. <i>parishii</i>	—/—/1A	Riparian woodland; <i>Salix</i> swales in riparian habitats (65- to 100-meter elevation) Blooms: February–April	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Parish's gooseberry would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/ CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/ Unlikely)	Potential for Occurrence	Included in Analysis?
Coulter's matilija poppy	<i>Romneya coulteri</i>	—/—/4.2	Coastal scrub, chaparral; in washes and on slopes, also after burns (20- to 1,200-meter elevation) Blooms: March–July	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Coulter's matilija poppy would be present due to the consistent disturbance and lack of required habitat.	No
Parish's rupertia	<i>Rupertia rigida</i>	—/—/4.3	Chaparral, lower montane coniferous forest, cismontane woodland (700- to 2,500-meter elevation) Blooms: June–August	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Parish's rupertia would be present due to the consistent disturbance and lack of required habitat.	No
Southern mountains skullcap	<i>Scutellaria bolanderi</i> ssp. <i>austromontana</i>	—/—/1B.2	Chaparral, cismontane woodland, lower montane coniferous forest; in gravelly soils on streambanks or in mesic sites in oak or pine woodland (425- to 2,000-meter elevation) Blooms: June–August	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely southern mountains skullcap would be present due to the consistent disturbance and lack of required habitat.	No
San Gabriel ragwort	<i>Senecio astephanus</i>	—/—/4.3	Chaparral, coastal scrub; rocky slopes (400- to 1,500-meter elevation) Blooms: May–July	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely San Gabriel ragwort would be present due to the consistent disturbance and lack of required habitat.	No
San Bernardino aster	<i>Symphyotrichum defoliatum</i>	—/—/1B.2	Meadows and seeps, marshes and swamps, coastal scrub, cismontane woodland, lower montane coniferous forest, grassland; vernal mesic grassland or near ditches, streams and springs, disturbed areas (2- to 2,040-meter elevation) Blooms: July–November	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely San Bernardino aster would be present due to the lack of required habitat.	No
Greata's aster	<i>Symphyotrichum greatae</i>	—/—/1B.3	Chaparral, cismontane woodland; mesic canyons (800- to 1,500-meter elevation) Blooms: June–October	Unlikely	Habitat in the SPA consists of urban development at about 92 meters in elevation. Therefore, it is unlikely Greata's aster would be present due to the consistent disturbance and lack of required habitat.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Sonoran maiden fern	<i>Thelypteris puberula</i> var. <i>sonorensis</i>	—/—/2B.2	Meadows and seeps; along streams, seepage areas (50- to 550-meter elevation) Blooms: January–September	Unlikely	Habitat in the SPA consists of urban development. Therefore, it is unlikely Sonoran maiden fern would be present due to the consistent disturbance and lack of required habitat.	No
Invertebrates						
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT/—/—	Endemic to the grasslands of the Central Valley, Central Coast Mountains, and South Coast Mountains in astatic rain-filled pools; inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools	Unlikely	Habitat in the SPA consists of urban development that includes buildings, paved lands, a cemetery, and managed recreational parks. No natural depressions or vernal pool features are known within plan boundaries. Therefore, it is unlikely vernal pool fairy shrimp occur within the plan area due to the lack of preferred habitat.	No
Busck's gall moth	<i>Carolella busckana</i>	—/—/—	Coastal scrub dunes	Unlikely	Habitat in the SPA consists of urban development that includes buildings, paved lands, a cemetery, and managed recreational parks. Dunes do not occur within plan boundaries. Therefore, it is unlikely Busck's gall moth would be present within the plan area due to the lack of required habitat.	No
Riverside fairy shrimp	<i>Streptocephalus woottoni</i>	FE/—/—	Endemic to western Riverside, Orange, and San Diego Counties in areas of tectonic swales, earth slump basins in grassland and coastal sage scrub; inhabit seasonally astatic pools filled by winter/spring rains, hatch in warm water later in the season	Unlikely	Habitat in the SPA consists of urban development that includes buildings, paved lands, a cemetery, and managed recreational parks. No natural depressions or vernal pool features are known within plan boundaries. Therefore, it is unlikely Riverside fairy shrimp occur within the plan area due to the lack of preferred habitat.	No
Amphibians and Reptiles						
Silvery legless lizard	<i>Anniella pulchra pulchra</i>	—/—/SSC	Sandy or loose loamy soils under sparse vegetation; soil moisture is essential, they prefer soils with a high moisture content	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely silvery legless lizard would occur within the area.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Coastal whiptail	<i>Aspidoscelis tigris stejnegeri</i>	—/—/—	Found in deserts and semiarid areas with sparse vegetation and open areas, also found in woodland and riparian areas; ground may be firm soil, sandy, or rocky	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely coastal whiptail would occur within the area.	No
Rosy boa	<i>Charina trivirgata</i>	—/—/—	Desert and chaparral from the coast to the Mojave and Colorado Deserts, prefers moderate to dense vegetation and rocky cover; habitats with a mix of brushy cover and rocky soil such as coastal canyons and hillsides, desert canyons, washes and mountains	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely rosy boa would occur within the area.	No
Western pond turtle	<i>Emys marmorata</i>	—/—/SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams, and irrigation ditches, usually with aquatic vegetation; need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.6 kilometers from water for egg-laying	Unlikely	Urban habitat provides low suitability for reproduction by western pond turtle, but is not typically suitable for cover or foraging by this species. Therefore, it is unlikely western pond turtle would occur within the area.	No
Coast horned lizard	<i>Phrynosoma blainvillii</i>	—/—/SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes; open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects	Unlikely	Urban habitat is not typically suitable for reproduction, cover, or foraging by this species. However, coast horned lizard has been documented within and near the SPA (two-mile search radius). Therefore, it is possible this species would occur within the area. Yet, coast horned lizard is excluded from further analysis, because it is not a formally listed species and further growth and development of the SPA is not expected to significantly impact the species population.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Southern mountain yellow-legged frog	<i>Rana muscosa</i>	FE/CE/SSC	Major drainages in the Sierra Nevada Mountains from Plumas to Tulare Counties from near 1,370 to 3,650 meters (4,500 to 12,000 feet) elevation; always encountered within a few feet of water, tadpoles may require 2 to 4 years to complete their aquatic development	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely southern mountain yellow-legged frog would occur within the area.	No
Western spadefoot	<i>Spea hammondi</i>	—/—/SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands; vernal pools are essential for breeding and egg-laying	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely western spadefoot would occur within the area.	No
Coast Range newt	<i>Taricha torosa</i>	—/—/SSC	Coastal drainages from Mendocino County to San Diego County; lives in terrestrial habitats and will migrate over one kilometer to breed in ponds, reservoirs, and slow moving streams	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely Coast Range newt would occur within the area.	No
Two-striped garter snake	<i>Thamnophis hammondi</i>	—/—/SSC	Coastal California from the vicinity of Salinas to northwestern Baja, California from sea level to about 7,000 feet elevation (2,134 meters); highly aquatic, found in or near permanent freshwater, often along streams with rocky beds and riparian growth	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely two-striped garter snake would occur within the area.	No
Birds						
Burrowing owl	<i>Athene cunicularia</i>	—/—/SSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation; subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel (<i>Spermophilus beecheyi</i>)	Possible	Urban habitat, such as the abandoned fields in the SPA, may provide suitable habitat for reproduction, cover, and foraging by this species if suitable burrows are present. Plus, burrowing owl has been documented within and near the SPA (two-mile search radius) Therefore, it is possible burrowing owl would be present within the area and the species is considered further.	Yes

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Swainson's hawk	<i>Buteo swainsoni</i>	—/CT/—	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands; requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations	Unlikely	Urban habitat typically provides high suitability for foraging and moderate suitability for reproduction and cover by this species during the summer. However, Swainson's hawk is not known from urban areas in Los Angeles County and its current known breeding distribution within the county is limited to the Antelope Valley. Therefore, although Swainson's hawk may occasionally be a transient, this species is unlikely to inhabit or breed within the SPA.	No
Western snowy plover	<i>Charadrius alexandrinus nivosus</i>	FT/—/SSC; X	Sandy beaches, salt pond levees and shores of large alkali lakes; needs sandy, gravelly or friable soils for nesting	Unlikely	Although western snowy plover is listed as a Los Angeles County Sensitive Bird Species, habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely western snowy plover would occur within the area.	No
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	FC/CE/—	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems; nests in riparian jungles of willow (<i>Salix</i> sp.), often mixed with cottonwoods (<i>Populus</i> sp.), with a lower story of blackberry (<i>Rubus vitifolius</i>), nettles (<i>Urtica californica</i>), or wild grape (<i>Vitis californica</i>)	Unlikely	Although western yellow-billed cuckoo is listed as a Los Angeles County Sensitive Bird Species, habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely western yellow-billed cuckoo would occur within the area.	No
Black swift	<i>Cypseloides niger</i>	—/—/SSC	Coastal belt of Santa Cruz and Monterey Counties, central and southern Sierra Nevada, San Bernardino and San Jacinto Mountains; breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf	Unlikely	Urban habitat is moderately suitable for black swift to forage, so the species may occur within the SPA as an occasional transient. However, black swift is excluded from further analysis, because it is not a formally listed species and there is no breeding habitat near the SPA (the nearest breeding areas being located in the San Gabriel Mountains). Therefore, further growth and development of the SPA is not expected to significantly impact the species population.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	FE/CE/—	Riparian woodlands in Southern California	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. In addition, there is no suitable breeding habitat near the SPA. Therefore, it is unlikely southwestern willow flycatcher would be present in the area except as a rare transient.	No
American peregrine falcon	<i>Falco peregrinus anatum</i>	FD/CD/FP	Near wetlands, lakes, rivers, or other water, on cliffs, banks, dunes, mounds, and human-made structures; nest consists of a scrape or a depression or ledge in an open site	Possible	Urban habitat provides high suitability for reproduction, cover, and foraging by this species. However, species presence depends upon the proximity of tall buildings that may provide suitable nesting areas. There are currently no suitable structures within or adjacent to the SPA. Therefore, it is merely possible American peregrine falcon would be present within the area, but the species is considered further.	Yes
Coastal California gnatcatcher	<i>Poliptila californica californica</i>	FT/—/SSC	Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California; low, coastal sage scrub in arid washes, on mesas and slopes, not all areas classified as coastal sage scrub are occupied	Unlikely	Although coastal California gnatcatcher is listed as a Los Angeles County Sensitive Bird Species, habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely coastal California gnatcatcher would occur within the area.	No
Bank swallow	<i>Riparia riparia</i>	—/CT/—	Colonial nester, nests primarily in riparian and other lowland habitats west of the desert; requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole	Unlikely	Habitat within the SPA typically provides low suitability for foraging by this species during the summer. Bank swallow has been documented within and near the SPA (two-mile search radius), but there are no suitable breeding areas within the SPA. Therefore, it is unlikely bank swallow would be present within the area except as an occasional transient.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE/CE/—	Summer resident of Southern California in low riparian in the vicinity of water or in dry river bottoms below 2,000 feet elevation; nests placed along margins of bushes or on twigs projecting into pathways, usually willow, baccharis, or mesquite	Unlikely	Although least Bell's vireo is listed as a Los Angeles County Sensitive Bird Species for breeding, habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely least Bell's vireo would occur within the area.	No
Mammals						
Pallid bat	<i>Antrozous pallidus</i>	—/—/SSC	Deserts, grasslands, shrublands, woodlands and forests, most common in open, dry habitats with rocky areas for roosting; roosts must protect bats from high temperatures, very sensitive to disturbance of roosting sites	Possible	Urban habitat provides moderate suitability for reproduction and cover as well as low suitability for foraging by this species. Therefore, it is possible pallid bat would occur within the area and the species is considered further.	Yes
Western mastiff bat	<i>Eumops perotis californicus</i>	—/—/SSC	Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roosts in crevices in cliff faces, high buildings, trees and tunnels	Possible	Urban habitat provides moderate suitability for foraging by this species. Therefore, it is possible western mastiff bat would occur within the area and the species is considered further.	Yes
Silver-haired bat	<i>Lasionycteris noctivagans</i>	—/—/—	Primarily a coastal and montane forest dweller feeding over streams, ponds and open brushy areas; roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes and rarely under rocks, needs drinking water	Possible	Urban habitat provides moderate suitability for cover and foraging by this species. Therefore, it is possible silver-haired bat would occur within the area and the species is considered further.	Yes
Hoary bat	<i>Lasiurus cinereus</i>	—/—/—	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding; roosts in dense foliage of medium to large trees, feeds primarily on moths and requires a nearby water source	Unlikely	Urban habitat provides low suitability for cover and foraging by hoary bat, but is not typically suitable for reproduction by this species. Therefore, it is unlikely hoary bat would occur permanently within the area and further growth and development is not expected to significantly impact the species population.	No

Table 4.3-1 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area						
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
Western yellow bat	<i>Lasiurus xanthinus</i>	—/—/SSC	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats; roosts in trees, particularly palms, forages over water and among trees	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely western yellow bat would occur within the area.	No
South coast marsh vole	<i>Microtus californicus stephensi</i>	—/—/SSC	Tidal marshes in Los Angeles, Orange, and southern Ventura Counties	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely south coast marsh vole would occur within the area.	No
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>	—/—/SSC	Coastal scrub of Southern California from San Diego County to San Luis Obispo County; moderate to dense canopies preferred, they are particularly abundant in rock outcrops and rocky cliffs and slopes	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely San Diego desert woodrat would occur within the area.	No
Pocketed free-tailed bat	<i>Nyctinomops femorosaccus</i>	—/—/SSC	Variety of arid areas in Southern California, pine-juniper woodlands, desert scrub, palm oasis, desert wash, and desert riparian; rocky areas with high cliffs	Unlikely	Urban habitat provides low suitability for reproduction, cover, and foraging by this species. Therefore, it is unlikely pocketed free-tailed bat would occur permanently within the area and further growth and development is not expected to significantly impact the species population.	No
Big free-tailed bat	<i>Nyctinomops macrotis</i>	—/—/SSC	Low-lying arid areas in Southern California; need high cliffs or rocky outcrops for roosting sites, feeds principally on large moths	Unlikely	Urban habitat provides low suitability for reproduction and cover by big free-tailed bat, but is not typically suitable for foraging by this species. Therefore, it is unlikely big free-tailed bat would occur permanently within the area and further growth and development is not expected to significantly impact the species population.	No
Southern grasshopper mouse	<i>Onychomys torridus ramona</i>	—/—/SSC	Desert areas, especially scrub habitats with friable soils for digging, prefers low to moderate shrub cover; feeds almost exclusively on arthropods, especially scorpions and orthopteran insects	Unlikely	Habitat within the SPA is not typically suitable for reproduction, cover, or foraging by this species. Therefore, it is unlikely southern grasshopper mouse would occur within the area.	No

Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence	Included in Analysis?
American badger	<i>Taxidea taxus</i>	—/—/SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats with friable soils; needs sufficient food, friable soils and open, uncultivated ground, preys on burrowing rodents, digs burrows	Unlikely	Urban habitat is not typically suitable for reproduction, cover, or foraging by this species. Although American badger has been documented within and near the SPA (two-mile search radius), there is no suitable habitat for this species to reproduce or find permanent cover within the SPA. Therefore, it is unlikely American badger would occur within the area except as an occasional transient.	No

SOURCES: California Department of Fish and Wildlife, Biogeographic Data Branch, California Natural Diversity Database Rarefind 5 (Sacramento, CA, 2013) (accessed November 5, 2013); California Department of Fish and Wildlife, Biogeographic Data Branch, Wildlife Habitats by County, On-line Inventory (Sacramento, CA, 2013) (accessed November 8, 2013); California Native Plant Society, Inventory of Rare and Endangered Plants, Online Inventory, 8th Edition (2013), <http://www.rareplants.cnps.org/> (accessed November 5, 2013).

STATUS CODES:

— = No status to date

FESA: Federal Endangered Species Act of 1973 (as amended)

- FC Candidate for federal listing
- FD Federally delisted or removed from listing
- FE Federally listed as endangered
- FT Federally listed as threatened

CESA: California Endangered Species Act

- CE Listed as endangered in California
- CT Listed as threatened in California
- CD California delisted or removed from listing

CNPS: California Native Plant Society

- 1A Presumed Extirpated in California and either Rare or Extinct Elsewhere
- 1B.1 Rare, Threatened, or Endangered in California and elsewhere; seriously threatened in California
- 1B.2 Rare, Threatened, or Endangered in California and elsewhere; moderately threatened in California
- 1B.3 Rare, Threatened, or Endangered in California and elsewhere; not very threatened in California
- 2B.2 Rare, Threatened, or Endangered in California, but more common elsewhere; moderately threatened in California
- 3 More information is needed to assign another rank; a review list of plants
- 4.2 Limited distribution, a watch list of plants; moderately threatened in California
- 4.3 Limited distribution, a watch list of plants; not very threatened in California
- FP California Department of Fish and Wildlife Fully Protected Species
- SSC California Department of Fish and Wildlife Species of Special Concern
- X Critical Habitat designated for this species

Table 4.3-2 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area Requiring Further Study					
Common Name	Scientific Name	Status (Federal/State/CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/Unlikely)	Potential for Occurrence
Birds					
Burrowing owl	<i>Athene cunicularia</i>	—/—/SSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation; subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel (<i>Spermophilus beecheyi</i>)	Possible	The CNDDDB shows burrowing owl occurrences within the SPA and in the immediate vicinity (within a 2-mile radius). Therefore, it is possible burrowing owl would be present in the plan area.
American peregrine falcon	<i>Falco peregrinus anatum</i>	FD/CD/FP	Near wetlands, lakes, rivers, or other water, on cliffs, banks, dunes, mounds, and human-made structures; nest consists of a scrape or a depression or ledge in an open site	Possible	Habitat within the SPA, especially parks and open space near water, could provide foraging area for this species. Therefore, it is possible American peregrine falcon would be present within the plan area.
Raptors (birds of prey, such as falcons, hawks, owls) as well as other migratory and resident birds	Not applicable	MBTA; CFGC §3503.5; —	Various habitats	Likely	Trees within and adjacent to the SPA provide potential nest sites for raptors that could also forage within the area. Migratory birds nest in a variety of habitats, including urban. Therefore, it is likely nesting avian species occur in the area during appropriate times of year (or specific species breeding season).
Mammals					
Pallid bat	<i>Antrozous pallidus</i>	—/—/SSC	Deserts, grasslands, shrublands, woodlands and forests, most common in open, dry habitats with rocky areas for roosting; roosts must protect bats from high temperatures, very sensitive to disturbance of roosting sites	Possible	Trees and buildings within the SPA may provide suitable roosting areas for this species. Therefore, it is possible pallid bat would be present within the plan area.
Western mastiff bat	<i>Eumops perotis californicus</i>	—/—/SSC	Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roosts in crevices in cliff faces, high buildings, trees and tunnels	Possible	Trees and buildings within the SPA may provide suitable roosting areas for this species. Therefore, it is possible western mastiff bat would be present within the plan area.

Table 4.3-2 Listed, Proposed, and Sensitive Species Potentially Occurring in the Specific Plan Area Requiring Further Study

Common Name	Scientific Name	Status (Federal/State/ CNPS or Critical Habitat)	General Habitat Description	Species' Presence on Site (Likely/Possible/ Unlikely)	Potential for Occurrence
Silver-haired bat	<i>Lasiorycteris noctivagans</i>	—/—/—	Primarily a coastal and montane forest dweller feeding over streams, ponds and open brushy areas; roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes and rarely under rocks, needs drinking water	Possible	Trees and buildings within the SPA may provide suitable roosting areas for this species. Therefore, it is possible silver-haired bat would be present within the plan area.

SOURCES: California Department of Fish and Wildlife, Biogeographic Data Branch, California Natural Diversity Database Rarefind 5 (Sacramento, CA, 2013) (accessed November 5, 2013); California Department of Fish and Wildlife, Biogeographic Data Branch, Wildlife Habitats by County, On-line Inventory (Sacramento, CA, 2013) (accessed November 8, 2013); California Native Plant Society, Inventory of Rare and Endangered Plants, Online Inventory, 8th Edition (2013), <http://www.rareplants.cnps.org/> (accessed November 5, 2013).

CNDDDB = California Natural Diversity Database; MBTA = Migratory Bird Treaty Act; CFGC = California Fish and Game Code

STATUS CODES:

— = No status to date

FESA: Federal Endangered Species Act of 1973 (as amended)

FC Candidate for federal listing
FD Federally delisted or removed from listing
FE Federally listed as endangered
FT Federally listed as threatened

CESA: California Endangered Species Act

CE Listed as endangered in California
CT Listed as threatened in California
CD California delisted or removed from listing

CNPS: California Native Plant Society

1A Presumed Extirpated in California and either Rare or Extinct Elsewhere
1B.1 Rare, Threatened, or Endangered in California and elsewhere; seriously threatened in California
1B.2 Rare, Threatened, or Endangered in California and elsewhere; moderately threatened in California
1B.3 Rare, Threatened, or Endangered in California and elsewhere; not very threatened in California
2B.2 Rare, Threatened, or Endangered in California, but more common elsewhere; moderately threatened in California
3 More information is needed to assign another rank; a review list of plants
4.2 Limited distribution, a watch list of plants; moderately threatened in California
4.3 Limited distribution, a watch list of plants; not very threatened in California
FP California Department of Fish and Wildlife Fully Protected Species
SSC California Department of Fish and Wildlife Species of Special Concern
X Critical Habitat designated for this species

Nesting season begins as early as February 1 and continues through August 31, peaking between April 15 and July 15. An average nest consists of six to eleven white eggs that need to be incubated for 21 to 28 days (Stokes 1996). The young are initially dependent on their parents for food and warmth and generally leave the nest about 28 days from hatching. Disturbance of nest sites (harassment within 160 feet of the burrow) and habitat loss contribute to the decline of this species (The California Burrowing Owl Consortium 1993).

Burrowing owl has been documented (on the CNDDDB) within the SPA and is also listed as a Los Angeles County Sensitive Bird Species.

American Peregrine Falcon (*Falco peregrinus anatum*)

American peregrine falcon is a federal and California delisted species, but is also a CDFW fully protected species under CFGC. This falcon typically catches prey in mid flight (not from a perch) and eats a variety of birds, mammals, insects, and fish. This species requires protected cliffs and ledges for cover, but has also adapted to utilize man-made structures. Peregrine falcon breed in early March through August. Competition for nest sites and predation led to the decline of this species (CDFW 2002).

Although not previously documented within the SPA, urban habitat is highly suitable for presence of American peregrine falcon.

Raptors and Migratory Birds

Trees within and adjacent to the SPA provide potential nest areas for common raptors that could also forage within the area. Migratory birds forage and nest in a variety of habitats, including urban developed lands. Any active bird nests found within the plan area are protected under the MBTA and CFGC Section 3503.5, which prohibits nest disturbance or destruction.

Pallid Bat (*Antrozous pallidus*)

Pallid bat is a California species of concern that occurs in low elevations throughout the state. This species forages on a wide variety of insects, arachnids, and rarely fruit taking most prey on the ground. Day roosts in caves, crevices, mines, and occasionally hollow trees and buildings are required for protection against high temperatures. Night roosts can be in more open areas, such as porches and open buildings. Pallid bats are also known to roost with other species of bat. Maternity colonies form in early April and young are born between April and July with the majority between May and June. This species is very sensitive to disturbance of roost sites (CDFW 2002).

Depending on the level of disturbance, pallid bat may utilize trees and buildings within the SPA as roost sites.

Western Mastiff Bat (*Eumops perotis californicus*)

Western mastiff bat, the largest native bat in the United States, is a California species of concern. This bat preys on insects, mostly bees, while in flight. Crevices in cliff faces, high buildings, trees, and tunnels are used as roost sites. Peak reproduction activity occurs in early spring during the month of March. Disturbance of roost sites contributes to the decline of this species (CDFW 2002).

Trees and buildings within the SPA could provide suitable roost sites for this species.

Silver-Haired Bat (*Lasionycteris noctivagans*)

Resource agencies are concerned that silver-haired bat populations may be declining, but the species is not yet formally listed or recognized as sensitive. This species preys mainly on moths and other soft-bodied insects, as well as beetles and hard-shelled insects to a lesser extent. Silver-haired bat use hollow trees, snags, buildings, rock crevices, caves, and loose bark as roost sites. Young are typically born between May and July in nursery colonies or by solitary females in dense foliage or hollow trees. Threats to this species include predation from owls and skunks as well as rabies (CDFW 2002).

Trees and buildings within the SPA could provide suitable roost sites for silver-haired bat.

4.3.2 Regulatory Framework

This section describes specific environmental review and consultation requirements as well as identifies permits and approvals that must be obtained from local, state, and federal agencies before implementation of projects within the SPA.

■ Federal

Federal Endangered Species Act

FESA (16 USC 1531 et seq.) requires all federal departments and agencies provide for the conservation of threatened and endangered species and their ecosystems. The Secretary of the Interior maintains a list of species likely to become endangered within the foreseeable future throughout all or a significant portion of its range (threatened) and that are currently in danger of extinction throughout all or a significant portion of its range (endangered). The FESA prohibits “take” of threatened and endangered species except under certain circumstances and only with authorization from the USFWS or the National Oceanic and Atmospheric Administration (NOAA) Fisheries through a permit under FESA Section 7 (for federal entities) or Section 10(a) (for nonfederal entities). “Take” under the FESA includes activities such as “harass, harm, pursue, hunt shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” USFWS regulations define harm to include “significant habitat modification or degradation.” On June 29, 1995, a United States (US) Supreme Court ruling further defined harm to include habitat modification “... where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.”

Clean Water Act

The Clean Water Act of 1977 (CWA), as amended, establishes the basic structure for regulating discharges of pollutants into waters of the US. It gives the US Environmental Protection Agency (USEPA) the authority to implement pollution control programs, including setting wastewater standards for industry and water quality standards for contaminants in surface waters. The CWA makes it unlawful for any person to discharge any pollutant from a point source into navigable waters, without a permit under its provisions.

Discharge of fill material into “waters of the US,” including wetlands, is regulated by the US Army Corps of Engineers (USACE) under CWA Section 404 (33 USC 1251–1376). USACE regulations implementing Section 404 define “waters of the US” to include intrastate waters (such as, lakes, rivers, streams, wetlands, and natural ponds) that the use, degradation, or destruction of could affect interstate or foreign commerce. Wetlands are defined for regulatory purposes as “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3; 40 CFR 230.3). The placement of structures in “navigable waters of the US” is also regulated by the USACE under Section 10 of the federal Rivers and Harbors Act (33 USC 401 et seq.). Projects are approved by USACE under standard (i.e., individual) or general (i.e., nationwide, programmatic, or regional) permits. The type of permit is determined by the USACE and based on project parameters.

The Fish and Wildlife Coordination Act requires consultation with the USFWS, NOAA Fisheries, and responsible state wildlife agency for any federally authorized action to control or modify surface waters. Therefore, any project proposed or permitted by the USACE under the CWA Section 404 must also be reviewed by the federal wildlife agencies and CDFW.

CWA Section 401 requires any applicant for a federal license or permit, which involves an activity that may result in a discharge of a pollutant into waters of the US, obtain a certification that the discharge will comply with applicable effluent limitations and water quality standards. CWA Section 401 certifications are issued by Regional Water Quality Control Boards (RWQCBs) under the California Environmental Protection Agency.

Presidential Directives and Executive Orders

Executive Order 11990 (1977) furthers the protection of wetlands under the National Environmental Policy Act (NEPA) through avoidance of long and short term adverse impacts associated with the destruction or modification of wetlands where practicable. The order requires all federal agencies managing federal lands, sponsoring federal projects, or funding state or local projects to assess the effects of their actions on wetlands. The agencies are required to follow avoidance, mitigation, and preservation procedures. The Presidential Wetland Policy of 1993 and subsequent reaffirmation of the policy in 1995 supports effective protection and restoration of wetlands, while advocating for increased fairness of federal regulatory programs.

Migratory Bird Treaty Act

Migratory birds are protected under the MBTA of 1918 (16 USC 703–711). The MBTA prohibits the take, possession, buying, selling, purchasing, or bartering of any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21).

Bald and Golden Eagle Protection Act

The bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*) are federally protected under the Bald Eagle Protection Act (16 USC 668–668c). It is illegal to take, possess, sell, purchase, barter,

offer to sell or purchase or barter, transport, export, or import at any time or in any manner a bald or golden eagle, alive or dead; or any part, nest, or egg of these eagles unless authorized by the Secretary of the Interior. Violations are subject to fines and/or imprisonment for up to one year. Active nest sites are also protected from disturbance during breeding season.

■ **State**

California Environmental Policy Act

CEQA requires that biological resources be considered when assessing the environmental impacts resulting from proposed actions. Lead agencies are charged with evaluating available data and determining what specifically should be considered an “adverse effect.”

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act provides for statewide coordination of water quality regulations by establishing the California State Water Resources Control Board (SWRCB). The SWRCB is the statewide authority that oversees nine separate RWQCBs that collectively oversee water quality at regional and local levels.

California Regional Water Quality Control Board

California RWQCBs issue CWA Section 401 Water Quality Certifications for possible pollutant discharges into waters of the US.

California Department of Fish and Wildlife

The CDFW enforces and permits actions regulated by the CFGC, which governs the taking or possession of birds, mammals, fish, amphibians and reptiles, as well as natural resources such as wetlands and waters of the state. The code includes the California Endangered Species Act (CESA) (Sections 2050–2115), Lake or Streambed Alteration Agreement regulations (Sections 1600–1616), Native Plant Protection Act (NPPA) (Sections 1900–1913), and Natural Community Conservation Planning (NCCP) Act (Sections 2800 et seq.) as well as provisions for legal hunting and fishing, and tribal agreements for activities involving take of native wildlife.

California Endangered Species Act

The CESA generally parallels the main provisions of the FESA and is administered by the CDFW, who maintains a list of state threatened and endangered species as well as candidate and species of special concern. The CESA prohibits the “take” of any species listed as threatened or endangered unless authorized by the CDFW in the form of an Incidental Take Permit. Under the CFGC, “take” is defined as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.”

Lake or Streambed Alteration Agreement

Construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the CDFW are governed by the CFGC and require a Lake or Streambed Alteration Agreement. As a general rule, an agreement should be

submitted to the CDFW for any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources and any waterway with an established bed and bank.

Native Plant Protection Act

The NPPA directs the CDFW to “preserve, protect and enhance rare and endangered plants” in California. The NPPA prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered.

Natural Community Conservation Planning Act

The CDFW is also the principal state agency responsible for implementing the NCCP Act of 1991. The Act is designed to conserve natural communities at the ecosystem scale while accommodating compatible land use. NCCP plans developed in accordance with the Act seek to ensure the long-term conservation of multiple species, while allowing for compatible and appropriate economic activity to proceed.

Birds

Under CFGC Section 3503 it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird unless otherwise provided by the code. It is also unlawful (under Section 3503.5) to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey or raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the code. It is further (under Section 3513) unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Fully Protected Species

The CFGC accords “fully protected” status to a number of specifically identified fish, reptiles and amphibians, birds, and mammals. As fully protected species, the CDFW cannot authorize any project or action that would result in “take” of these species even with an incidental take permit.

Nongame Animals

Under CFGC Section 4150, all mammals occurring naturally in California which are not game mammals, fully protected mammals, or fur-bearing mammals, are considered nongame mammals. These nongame mammals, or parts thereof, may not be taken or possessed except as provided in the CFGC code or in accordance with regulations adopted by the California Fish and Game Commission. The California Code of Regulations (Section 251.1) further states that no person shall harass, herd, or drive any game or nongame bird or mammal or furbearing mammal unless otherwise authorized in the CFGC. Harass is defined as an intentional act which disrupts an animal’s normal behavior pattern, including (but not limited to) breeding, feeding, or sheltering.

California Oak Woodland Conservation Act

The California Oak Woodland Conservation Act, 2001, established the Oak Woodland Conservation Program to be administered by the Wildlife Conservation Board (WCB). The WCB oversees budget used

to assist local jurisdictions and landowners protect and enhance oak woodland resources. The Act further authorizes the WCB to purchase oak woodland conservation easements and fund oak restoration efforts.

■ Local

Los Angeles County General Plan

The Los Angeles County General Plan identifies specific goals and policies regarding natural resources. Conservation and Natural Resources goals and policies for biological resources outlined in the General Plan are as follows:

- Goal C/NR 3** Permanent, sustainable preservation of the County's genetically and physically diverse biological resources and ecological systems including habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, and Significant Ecological Areas (SEAs).

Protection of Biological Resources

- Policy C/NR 3.1** Conserve and enhance the ecological function of the County's diverse natural habitats and biological resources.
- Policy C/NR 3.2** Create and administer innovative County programs incentivizing the permanent dedication of SEAs and other important biological resources as open space areas.
- Policy C/NR 3.3** Restore significant riparian resources such as degraded streams, rivers, wetlands to maintain ecological function.
- Policy C/NR 3.4** Conserve and sustainably manage the County's forests and woodlands.
- Policy C/NR 3.5** Ensure compatibility of development in the national forests in conjunction with the US Forest Service Land and Resource Management Plan.
- Policy C/NR 3.6** Assist state and federal agencies with the preservation of special-status species, their associated habitat and wildlife movement corridors through the administration of the SEAs and other programs.
- Policy C/NR 3.7** Participate in inter-jurisdictional collaborative strategies that protect biological resources.

Site Sensitive Design

- Policy C/NR 3.8** Discourage development in areas with identified significant biological resources, such as SEAs.
- Policy C/NR 3.9** Consider the following in the design of a project that is located within an SEA, to the greatest extent feasible:
- Preservation of biologically valuable habitats, species, wildlife corridors and linkages;

- Protection of sensitive resources on the site within open space;
- Protection of water resources from hydromodification to maintain the ecological function of riparian habitats; and
- Placement of the development in the least biologically sensitive areas on the site.

Policy C/NR 3.10 Require that development mitigate ‘in-kind’ for unavoidable impacts on biologically sensitive areas within the County, and permanently preserve mitigation sites.

Policy C/NR 3.11 Discourage new development from increasing the urban-wildland interface in undisturbed natural areas through compact design.

Policy C/NR 3.12 Discourage development to maintain and support the preservation of riparian habitats, streambeds, and wetlands in a natural state, unaltered by grading, fill, or diversion activities.

Goal C/NR 4 Preserved and restored oak woodlands that are conserved in perpetuity with no net loss of existing woodlands.

Oak Woodland Preservation

Policy C/NR 4.1 Conserve and sustainably manage the County’s oak woodlands.

Local Land Use and Development Codes

Los Angeles County and the East Los Angeles Community Plan have established ordinances and policies related to biological resources with respect to development within their respective planning areas. The analysis presented in this section has been completed in accordance with these ordinances and policies.

4.3.3 Impact Analysis and Mitigation Measures

A discussion of potential impacts and an evaluation of their significance to biological resources related to the East Los Angeles 3rd Street Specific Plan and associated development objectives is included in the following sections.

■ **Methodology**

An evaluation of the significance of potential impacts on biological resources must consider both direct effects to the resource as well as indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss of a biological resource or obviously conflict with local, state, or federal agency conservation plans, goals, policies, or regulations. Actions that would potentially result in a significant impact locally may not be considered significant under CEQA if the action would not substantially affect the resource on a population-wide or regionwide basis.

Specific Plan components were considered in evaluating and assessing the potential impacts to biological resources. Development within the plan area has the potential to directly or indirectly affect biological

resources as well as contribute to cumulative impacts. Potential impacts to biological resources can be temporary, long-term, or permanent, depending on the effect of project activities on an individual resource.

■ Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed plan may have a significant adverse impact on biological resources if it would do any of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- 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
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

■ Effects Not Found to Be Significant

Implementation of the proposed plan would have no impact on biological resources shown below, and no further analysis of these issues is required in this EIR.

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

There are no sensitive natural communities in the SPA or in the adjacent communities. The SPA is in a highly urbanized portion of Southern California. There would be *no impact*.

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

There is no adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan that is applicable to the SPA. Therefore, implementation of the Plan would not conflict with a Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan, and ***no impact*** would occur.

■ Project Impacts and Mitigation

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

Impact 4.3-1 **Implementation of the Specific Plan could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

Several special-status bird species have the potential to nest and/or occur within the SPA. Project implementation could result in potentially significant impacts to nesting birds through nest abandonment or mortality to eggs and chicks. Development activities could also result in noise, dust, increased human activity, and other indirect impacts to nesting avian species within the plan area. The CDFW has provided standard protocols for survey and mitigation for one of these species, burrowing owl. Other species are protected under the MBTA and CFGC.

Implementation of proposed projects within the SPA could result in the removal of roosting habitat for sensitive bat species. Bats roost in a wide variety of areas including buildings, under bridges, rock crevices, under bark, and in snags. Bat species could utilize trees and buildings in the SPA for day and/or night roosts as well as seasonally (e.g., during the spring or fall) making surveys necessary prior to construction to determine presence/absence. Should bat species inhabit the immediate area, implementation could result in accidental death from roost removal or harassment through added human presence, vibrations, and noise.

MM4.3-1 *Should habitat at an individual project site be deemed suitable to support nesting burrowing owls by a qualified biologist familiar with the species life history, a particular site have previously documented occurrences of breeding pairs, or burrowing owl are identified on site during the project planning phase, then the project proponent shall employ a qualified biologist approved by Los Angeles County to perform survey and mitigation requirements outlined in the CDFW Staff Report on Burrowing Owl Mitigation (2012).*

Per the staff report, to determine if nesting burrowing owl occur on site, surveys involve a minimum of four site visits (one between February 15 and April 15 and three between April 15 and July 15 at least three weeks apart). If the construction schedule does not allow for spring survey, field efforts can be conducted throughout the nonbreeding season (September 1 through January 31) with the approval of the CDFW. Any burrow identified with a nesting pair (breeding occurs between February 1 and August 31) would have to be avoided at a distance up to 500 meters depending on the time of year until the young had fledged and the burrow was abandoned. If owls do not vacate the site, exclusion plans can be discussed and approved at the discretion of the CDFW. Once owls do not occur on site, which would be confirmed with a preconstruction survey to be performed no sooner than 14 days prior to ground disturbance, the project can proceed as planned.

The CDFW staff report also includes mitigation methods for projects that impact burrowing owl should they occur on site. Recommended mitigation includes avoidance, site surveillance, minimizing disturbance impacts, establishing buffers, burrow exclusion and closure, translocation, permanent habitat protection to offset the acreage of habitat disturbed during construction, and installation of artificial burrows. Ultimately, all avoidance and mitigation measures would be developed in collaboration with the CDFW and approved prior to implementation of the measure and the project.

MM4.3-2

For other potential special-status and sensitive bird species, such as American peregrine falcon, the project applicant shall retain a qualified biologist approved by Los Angeles County to conduct a focused survey for active nests of raptors and migratory birds within and in the vicinity of (no less than 100 feet outside project boundaries, where possible) the proposed construction area no more than 72 hours prior to ground disturbance when project activities are planned to occur during the nesting season for local avian species (generally March 1 through August 31). If no active nests are found, project activities may proceed without further requirements under this mitigation measure. If an active nest is located during preconstruction surveys, USFWS and/or CDFW (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted, as necessary, to avoid disturbance of the nest until it is abandoned or the consulting regulatory agency deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around the nest) or alteration of the construction schedule.

If construction is planned to occur during the nonbreeding season (generally September 1 through February 28), a policy of avoidance and passive relocation (allowing an animal to move away from harm without any purposeful interference by humans) for any wildlife found on site shall be implemented for the duration of the project. The appropriate regulatory agency (USFWS or CDFW) shall be contacted regarding any species of wildlife refusing to passively relocate from the project area.

MM4.3-3

The project applicant shall retain a qualified biologist approved by Los Angeles County to conduct a focused survey for special status bat species in the proposed construction area and immediate vicinity. The survey shall be conducted no more than 30 days prior to the onset of major construction activities. If sensitive bat species or roosts are identified within the project area during pre-construction surveys, USFWS and/or CDFW shall be notified regarding appropriate avoidance or disturbance minimization measures. Furthermore, construction activities shall be restricted based on USFWS and/or CDFW guidance. Restrictions may include establishment of avoidance buffer zones, implementation of species-specific disturbance minimization measures, alteration of the construction schedule, and/or placement of one-way bat doors to exclude entrance of bats into the roosting location.

Due to the possible presence of nesting sensitive bird species and roosting bats within the plan area, this is considered a potentially significant impact. However, implementation of mitigation measures MM4.3-1, MM4.3-2, and MM4.3-3 would reduce this impact to a *less-than-significant* level.

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

Impact 4.3-2 **Implementation of the Specific Plan could have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

Any pool, drainage, or patches of wetland vegetation within the SPA are potentially jurisdictional wetland features or waters of the US, as defined by CWA Section 404. Any potentially jurisdictional wetland or waters of the US that would be impacted by a project could require regulation by the USACE, RWQCB, and/or CDFW.

MM4.3-4 *The project applicant shall consult with the USACE to establish which, if any, wetland features or local drainage in a particular location qualify as jurisdictional under the Clean Water Act (CWA). If necessary, the project applicant shall retain qualified personnel approved by Los Angeles County to perform a wetland delineation following USACE guidelines to establish actual acreage of potential impact. If feasible, the project shall be designed to avoid all impacts to wetlands and jurisdictional waters of the US. If wetlands and jurisdictional waters of the US cannot be avoided, a ‘no net loss’ of wetlands policy shall be employed and the appropriate permits (i.e., CWA Sections 404 and 401 and Lake or Streambed Alteration Agreement) shall be obtained prior to issuance of grading permits.*

The project applicant shall comply with all permit conditions and employ best management practices (established by the regulatory/permitting agencies) to minimize and compensate for impacts to any wetland feature or jurisdictional waterway. In addition, wetland delineation and mitigation details shall be noted on project design plans, as appropriate, for the proposed plan.

Loss or fill of wetlands or jurisdictional waters of the US is considered a potentially significant impact. However, implementation of mitigation measure MM4.3-4 would reduce this impact to a *less-than-significant* level.

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

Impact 4.3-3 **Implementation of the Specific Plan could conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

Los Angeles County recognizes the value of oak woodlands and has developed goals and policies for their protection and restoration. Habitat within the SPA is urban, but local recreational and residential areas could support oak trees that, if removed, would conflict with the intent of county goals.

MM4.3-5 *Projects within the Specific Plan area shall be designed with the intention of preserving large (six inch diameter at breast height or greater) oak trees. If project implementation requires removal of large oak trees, then the applicant shall coordinate with Los Angeles County Department of Regional Planning staff to replace an equivalent number of removed oaks in a suitable area undergoing restoration within the County that is also relevant to the SPA so that there is no net loss of oak trees from project implementation and local residents may enjoy the restored resource. At the discretion of the County, this may require replanting trees at a higher ratio (to be determined by the county) than what was removed and developing a mitigation monitoring plan to ensure growth in the restored area. The timeframe for completion of this measure shall be determined and approved in collaboration with county staff.*

Potential removal of native oak trees is considered a potentially significant impact. However, implementation of mitigation measure MM4.3-5 would reduce this impact to a ***less-than-significant*** level.

4.3.4 Cumulative Impacts

Unless otherwise identified below, the geographic context for the analysis of cumulative biological impacts includes the “Region” as defined by the Los Angeles Basin, including Los Angeles and Orange counties. The Los Angeles Basin is the coastal sediment-filled plain located between the Peninsular and Transverse ranges in southern California containing the central part of the city of Los Angeles as well as its southern and southeastern suburbs (both in Los Angeles and Orange counties). It is approximately 35 miles long and 15 miles wide, bounded on the north by the Santa Monica Mountains and Puente Hills, and on the east and south by the Santa Ana Mountains and San Joaquin Hills. The Palos Verdes Peninsula marks the outer edge of the basin along the coast. The confluence of the Los Angeles and Rio Hondo rivers is the center of the basin. The analysis accounts for all anticipated cumulative growth within this geographic area as represented by full implementation of the Los Angeles County General Plan and the City of Los Angeles General Plan for the identified areas as well as the East Los Angeles Community Plan. It should be noted that because East Los Angeles is surrounded by the City of Los Angeles, reference to development is primarily to the City rather than the County area.

Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, potentially significant, or significant and unavoidable. If “no impact” occurs, no cumulative analysis is provided for that threshold.

Past development in the Los Angeles Basin, as it has intensified, has continued to interfere with the movement of native resident wildlife species, as movement corridors have continued to shrink or be obstructed. This is a significant impact to these species. Future development in open areas could exacerbate this condition, although, since the City of Los Angeles is built out and a dense urban area, the likelihood of additional corridor fragmentation or obstruction is remote. The proposed plan would concentrate future development as infill along the Metro Gold Line and major transportation corridors and would not encroach upon any open space. These areas are currently developed with residential, industrial, and commercial uses and are densely populated; therefore, these portions of the SPA do not act as a major wildlife corridors or native wildlife nursery sites, movement pathways, or linkages between large habitat areas for terrestrial wildlife. Impacts to wildlife movement resulting from the proposed plan and implementing ordinances would be limited to small, fragmented areas that are isolated by urban development and would be expected to support common wildlife species that are adapted to highly urbanized areas. The proposed plan would not make a cumulatively considerable contribution to interference with wildlife movement, and the cumulative impact is *less than significant*.

Over several decades in the region, past projects, mostly urbanization and development have caused the loss of native vegetation and tree removal, and the reduction of open space. As a result, there is less habitat available for nesting resident and migratory avian species and sensitive wildlife species. As development in the City of Los Angeles and the region continues, sensitive wildlife species native to the Region and their habitat, including those species listed under state and federal ESAs and those individuals identified by state and federal resource agencies as Species of Concern, Fully Protected, or Sensitive, will be lost through conversion of existing open space to urban development. Although more mobile species might be able to survive these changes in their environment by moving to new areas, less mobile species could simply be locally extirpated. With continued conversion of natural habitat to human use, the availability and accessibility of remaining foraging and natural habitats in this ecosystem would dwindle and those remaining natural areas may not be able to support additional plant or animal populations above their current carrying capacities. Thus, the conversion of plant and wildlife habitat on a regional level as a result of cumulative development would result in a regional significant cumulative impact on special-status species and their habitats, including nesting resident and migratory avian species.

With respect to nesting birds, the MBTA fully protects migratory avian species, including sensitive species, during the breeding season by the establishment of a federal prohibition. Unless otherwise permitted by regulations, it is unlawful to “pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention ... for the protection of migratory birds ... or any part, nest, or egg of any such bird” (16 U.S.C. 703). Therefore, assuming that other development complies with the law established by the MBTA, cumulative impacts to nesting migratory birds, would be considered less than significant. Further, compliance by the project proponent or developer with the MBTA, which could include mitigation measures requiring surveys for nesting MBTA species and a restriction on construction activities if nests are found during the breeding season, would ensure that the plan’s contribution to the cumulative impact would not be cumulatively considerable and would be considered *less than significant*.

The primary effects of the proposed plan, when considered with other projects in the Region (as defined above), would be the potential cumulative direct loss to nesting resident and migratory bird species. Specifically, present and probable future projects in the vicinity of the proposed plan are anticipated to permanently remove vegetation and/or tree resources that could affect nesting habitat for resident and migratory avian species, and/or local policies or ordinances protecting biological resources.

Development pursuant to the proposed Specific Plan could contribute to a loss of regional biodiversity through the incremental conversion of habitat for plant and wildlife to human use, and thus limit the availability and accessibility of remaining natural habitats to regional wildlife. However, terrestrial plant and wildlife habitat in the SPA has been highly modified and, is of relatively low quality due to its level of disturbance and low species diversity due to the highly urbanized nature of the area.

In addition, the habitat available in the project site is small from a regional perspective and, is isolated from native natural habitat by urban development. In addition, the proposed plan would implement mitigation measures specifically designed to avoid, reduce, or mitigate impacts to special status/sensitive species and/or their habitat. Implementation of mitigation measures from discretionary projects would require surveys for nesting resident and migratory birds and restrictions on construction activities if nests are found during the breeding season, mitigation measures will provide mechanisms to identify any sensitive species potentially occurring, prior to ground disturbance and require mitigation that would reduce impacts to species through impact avoidance. Therefore, implementation of discretionary project mitigation measures, in combination with compliance with state and federal ESAs and the *Fish and Game Code* of California would reduce the proposed plan's cumulative contribution to resident and migratory bird species and sensitive species to ***less-than-significant*** levels.

Past cumulative development in the Los Angeles Basin has led to a diminution of riparian habitat and sensitive natural communities. Future cumulative development could further exacerbate this significant adverse effect. As previously discussed, no major changes in land use patterns would occur in these areas of the SPA. Therefore, any sensitive communities and riparian habitats that have the potential or are known to occur in the SPA occur in areas where no development projects are anticipated. Furthermore, the proposed plan would not result in indirect adverse impacts to sensitive communities or riparian habitat resulting from development and infrastructure projects in the vicinity of conserved open space areas. Implementation of standard mitigation measures and compliance with existing policies would reduce any adverse impact from the plan. Therefore, the proposed plan would not make a cumulatively considerable contribution to the significant impact. The cumulative impact of the proposed plan is ***less than significant***.

4.3.5 References

California Burrowing Owl Consortium, The. 1993. *Burrowing Owl Survey Protocol and Mitigation Guidelines*, April.

California Department of Fish and Wildlife (CDFW). 2002. California Interagency Wildlife Task Group (CWHR) version 8.0 personal computer program. Sacramento, CA.

———. 2003. California Natural Diversity Database Rarefind Version 3.1.1 personal computer program. Sacramento, CA.

- . Biogeographic Data Branch. 2013a. California Natural Diversity Database Rarefind 5, Sacramento, CA (accessed November 5, 2013).
- . Biogeographic Data Branch. 2013b. Wildlife Habitats by County. On-line Inventory, Sacramento, CA (accessed November 8, 2013).
- California Native Plant Society (CNPS). 2013. Inventory of Rare and Endangered Plants. Online Inventory. 8th Edition. <http://www.rareplants.cnps.org/> (accessed November 5, 2013).
- Hickman, J., ed. 1993. *The Jepson Manual: Higher Plants of California*. Berkeley, CA: University of California Press.
- Los Angeles County. 2012. *Los Angeles County General Plan 2035*. Revised Draft May 2012 Text-Only Version.
- Stokes, Donald and Lillian. 1996. *Stokes Field Guide to Birds, Western Region*. Boston, MA: Little, Brown and Company.
- US Fish and Wildlife Service (USFWS). 2013. Federal Endangered and Threatened Species that May Occur in or Be Affected by Projects in Los Angeles County. Sacramento, CA. http://www.fws.gov/sacramento/es_species/Lists/es_species_lists-form.cfm (accessed November 5, 2013).
- . 2013. Information, Planning, and Conservation System (IPAC) Version 1.4. <http://ecos.fws.gov/ipac/wizard/chooseLocation!prepare.action> (accessed November 5, 2013).

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.4 CULTURAL RESOURCES

This section of the EIR analyzes potential environmental effects on cultural resources from implementation of the proposed plan. Data for this section were taken from the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); East Los Angeles Community Plan (Los Angeles 1988); scholarly publications; and information obtained via a records search completed at the South Central Coastal Information Center (SCCIC 2013). Full reference-list entries for all cited materials are provided at the end in Section 4.4.5 (References).

4.4.1 Environmental Setting

Cultural resources are frequently defined in terms of tangible materials attributed to a culture. These include districts, sites, structures, artifacts, and other evidence of human use considered important to a culture or community for scientific, traditional, religious, or other reasons. Resources may be historical, archaeological, architectural, or archival in nature. Cultural resources may also consist of less tangible attributes, such as landscapes considered sacred to particular groups.

■ Prehistoric Setting

The prehistoric setting for the Los Angeles Basin is based on a coastal chronology presented and refined by various scholars. Five periods have been identified for the region, as follows:

- Paleo-Coastal Period (pre 6,000 BCE)
- Milling Stone Period (6,000 to 1,000 BCE)
- Intermediate Horizon Period (1,000 BCE to 750 CE)
- Late Prehistoric Period (750 CE to 1769 CE)
- Ethnographic Period (1542 CE to 1769 CE)

The Ethnographic Period is a subset of the Late Prehistoric Period and reflects the time of contact between Native American cultural groups and the earliest European explorers/settlers (Cogstone 2004).

■ Ethnographic Setting

The SPA is situated within the ethnographically mapped boundaries of the Tongva (Gabrieliño) (Heizer 1978).

The Tongva received the name Gabrieleños from the Spanish, after their association with the San Gabriel Mission. Their territory included most of the San Fernando Valley and the Los Angeles Basin, inland as far as San Bernardino, and outward to the Pacific coast stretching from Topanga Canyon to north of Aliso Creek in modern Orange County. Also included in Gabrieliño territory are the southern Channel Islands of San Clemente, Santa Catalina, and San Nicolas. This extensive territory encompassed several biotic zones, from the open and sheltered coast to the prairie, chaparral, and woodland settings of the Santa Monica and Santa Ana Mountain foothills.

Located in an area of extreme environmental diversity, large villages may have been permanent, with satellite villages utilized seasonally. Their living structures were large, domed, and circular thatched rooms

that may have housed multiple families. Influenced by coastal and interior environmental settings, their material culture was quite elaborate and consisted of well-made wood, bone, stone, and shell items. Included among these was a hunting stick made to bring down numerous types of game. Early ethnographers viewed the Gabrieliño as a chief-oriented society of semi-sedentary hunter-gatherers. The society exhibited ranked individuals who possessed a much higher level of economic power than unranked persons (Bean and Smith 1978).

■ Historic Setting

The Spanish colonization of California was achieved through a program of military-civilian-religious conquest. Under this system, soldiers secured areas for settlement by suppressing Native and foreign resistance and established fortified structures (presidios) from which the colony would be governed. Civilians established towns (pueblos) and stock-grazing operations (ranchos) that supported the settlement and provided products for export. The missionary component of the colonization strategy was led by Spanish priests, who were charged with converting Native Americans to Catholicism, introducing them to Spanish culture, and training them as a productive labor force. Ultimately, four presidios and 21 missions were established in Spanish California between 1769 and 1821. In this area, the San Gabriel Mission was founded in 1771, the Pueblo of Los Angeles in 1781, and the San Fernando Mission in 1797. The surrounding land, which was primarily used for pasturage, was split into large land grants and the population began to spread out from the missions (Beck and Haase 1974).

Mexico achieved independence from Spain in 1822, and California became a distant outpost of the Mexican Republic. Under a law adopted by the Mexican congress in 1833, the former mission lands were secularized and subdivided into land grants. By 1935, the Pueblo of Los Angeles became the new territorial capital of Alta California. The economy of the pueblo focused on cattle ranching, agriculture, and small merchants (Cogstone 2004).

Beginning in the early 1840s, Mexico's hold on California was threatened by the steady overland migration of American settlers into the region. War between the U.S. and Mexico commenced in May 1846, and the American victory over Mexico was formalized in February 1848 with the Treaty of Guadalupe Hidalgo. Under the Treaty, the U.S. acquired the present states of California, Nevada, Utah, New Mexico, Arizona, and parts of Wyoming and Colorado from Mexico. During this period, the various Mexican grants originating from the secularization of the Spanish Mission lands were often subdivided or sold.

Portions of the project area were formally transferred to Antonio Maria Lugo in 1866 as the Rancho San Antonio. This transfer included a total of approximately 27,800 acres in the area and was granted under the auspices of the March 3, 1851, Spanish-Mexican Grant (9 Stat. 631) (BLM 2013). The Rancho San Antonio (Lugo) included hundreds of acres of cultivated grapes and oranges. A portion of the Rancho supported the orange grove that was the first to ship commercially, and this grove was located between Alameda, San Pedro, 4th and 7th Streets. The shipping occurred under the direction of William Wolfskill, an American immigrant to the area who had married into the Antonio Maria Lugo family (Myra L. Frank & Associates 1994).

In 1848, gold was discovered in the Sierra Nevada. This discovery prompted a population influx from the U.S., Europe, Central America and Asia. While San Francisco became a boomtown for the gold fields, Los Angeles ultimately benefitted from the discovery via sales of local cattle to miners and increasing settlement and trade. During and after the gold rush, a multicultural group of settlers arrived in California, including German Jews, French, and other western Europeans. A large population of Chinese immigrants also settled in California following the completion of construction work on the various railroads. The Southern Pacific Railroad arrived in Los Angeles in 1876 (Greenwood and Associates 2001).

By the 1920s, a variety of transportation improvements, development and industrialization influenced population growth and acted as a catalyst for the construction of housing and industrial properties in the area located to the east of the Los Angeles River (Jones & Stokes 2007). Development was characterized by an ethnically diverse population, including Russian, Asian, Hispanic, and Jewish immigrants in the vicinity of the project area. Development along East 3rd Street included the construction of Our Lady of Lourdes Church. This building was designed in 1931 by Los Angeles Architect Lester G. Scherer and was built by J.J. Buckley and Sons. Commercial development included the Third Street Market in 1922, located at 3750 3rd Street. Presently, this area is characterized by the East Los Angeles Civic Center (Cogstone 2004).

■ **Known Cultural Resources**

SCCIC Records Search

A records search was performed by an Atkins archaeologist at the SCCIC for the East Los Angeles 3rd SPA and an additional 0.25-mile radius outside the SPA boundaries (study area) (SCCIC 2013). The records search included a review of all cultural resource records, technical reports, and historic maps on file for the project area and the additional search radius. The search also included a review of California Points of Historical Interest (CPHI), the California Historical Landmarks (CHL), the California Register of Historic Resources (CRHR), the National Register of Historic Places (NRHP), and the California Historic Resources Inventory (CHRI) as presented in the California Office of Historic Preservation (OHP) Historic Property Data File (HPDF). The SCCIC records search indicated that the project area and adjacent lands have been subject to twenty-eight studies between 1974 and 2012. These studies are generally characterized as pedestrian survey efforts for comparatively small project sites (less than 3 acres in size), assessments for telecommunications facilities, and several larger corridor projects addressing portions of Interstate 710 and State Route 60 alignments. Additional studies have been prepared to address Metro expansions/upgrades.

The records search identified the presence of one NRHP-Listed, and six NRHP-eligible built-environment historic age resources within the SPA (Table 4.4-1 [Known Cultural Resources within Specific Plan Area]). Additionally, eleven resources were noted as being 'Potentially Eligible' for listing in the NRHP. A total of two resources have been found eligible for the CRHR, while seven have been found Eligible for listing, and eight have been found potentially eligible for listing, and seventeen resources have been found eligible, or are already listed in local listings of significance. Additional resources appear to retain integrity and meet the minimal criteria for either the NRHP or CRHR, but their status is not included in the HPDF (19-189749: Humphreys Elementary School Auditorium).

Table 4.4-1 Known Cultural Resources within Specific Plan Area

<i>Site Number</i>	<i>Resource Description</i>	<i>NRHP/CRHR/Local Listing Eligibility Status</i>
—	Brooklyn Savings Bank	NRHP Unevaluated/CRHR Eligible
19-175343	Garfield High School	Ineligible for NRHP/Unevaluated for CRHR
19-176521	Daughters of St. Joseph of California	Potentially NRHP/CRHR Eligible
19-176522	Historic Building	Eligible for Local Listing
19-176535	New Calvary Cemetery	Potentially NRHP/CRHR Eligible
19-176561	Frank Romero Gas Station	NRHP Eligible/CRHR Listed
19-176576	Historic Building	Eligible for Local Listing
19-176580	St. Sava Serbian Orthodox Church and Cemetery	NRHP Eligible/CRHR Listed
19-176581	Russian Molokan Cemetery	Unevaluated for NRHP/CRHR, Eligible for Local Listing
19-176586	Historic Building	Eligible for Local Listing
19-176590	Griffith Middle School/Classroom B	Eligible for Local Listing
19-176591	Historic Building	Eligible for Local Listing
19-176592	Historic Building	Eligible for Local Listing
19-176594	Conchitas Restaurant	Eligible for Local Listing
19-176595	Belvedere Presbyterian Church	
19-176597	Belvedere Methodist Episcopal Church	Potentially NRHP/CRHR/Local Listing Eligible
19-176598/19-176942	Spanish American Baptist Seminary	Potentially NRHP/CRHR Eligible
19-176599	Belvedere #2 Rowan Avenue Elementary	Potentially NRHP/CRHR Eligible
19-176600	Historic Building	Eligible for Local Listing
19-176601	Historic Building	Eligible for Local Listing
19-176612	Bagues and Son Mortuary	Eligible for Local Listing
19-176614	Fire Station #1	Potentially NRHP/CRHR Eligible
19-176616	Historic Building	Eligible for Local Listing
19-176617	Historic Building	Potentially NRHP/CRHR Eligible
19-176618	Unique Theatre	Eligible for Local Listing
19-176621	Our Lady of Lourdes Church	Potentially NRHP/CRHR Eligible
19-176622	Historic Building	Eligible for Local Listing
19-176624	Historic Building	Potentially NRHP/CRHR Eligible
19-176641	Chinese Cemetery	Eligible for Local Listing
19-176645	Ramirez Mortuary	Potentially NRHP/CRHR Eligible
19-176673	Historic Building	Eligible for Local Listing
19-189749	Humphreys Elementary School Auditorium	NRHP and CRHR Eligible
41-002207	Prehistoric shell midden deposits located under pavement	

Table 4.4-1 Known Cultural Resources within Specific Plan Area		
<i>Site Number</i>	<i>Resource Description</i>	<i>NRHP/CRHR/Local Listing Eligibility Status</i>
—	Robert Louis Stevenson Branch Library	NRHP Listed/CRHR Eligible
41-002318	Historic transmission line tower Circa 1956	
19-174963	Private Residence	NRHP and CRHR Eligible
19-174942	Two Story Brick Building	CRHR Eligible
19-174901/19-176610	El Gallo Bakery/Mexican School	CRHR/NRHP Eligible
19-004173	Historic Trash Scatters	Unevaluated
19-004175	Trash scatter near Calvary Cemetery	Unevaluated
19-004176	Trash Scatter	Unevaluated
19-004177	Trash Scatter	Unevaluated
19-100885	Historic Isolate	NRHP and CRHR Ineligible
19-100886	Historic Isolate	NRHP and CRHR Ineligible
19-188196	Historic Building	Ineligible for NRHP/Unevaluated for CRHR
19-150239	Historic Building	NRHP and CRHR Ineligible
LA-590	Brooklyn Avenue Neighborhood Corridor	Unevaluated for NRHP or CRHR, but is Listed as City of Los Angeles Historic-Cultural Monument

The records search also identified archaeological resources within the study area. All of the known resources were identified through construction monitoring programs completed for recent transportation expansions of local highways and roads. Recorded archaeological resources consist of historic age refuse isolates and deposits reflecting occupation during the later nineteenth century through the twentieth century. Two isolated finds were recorded along 3rd Street and consisted of a decorated plate fragment dating from 1940 to 1956 (19-1000885) and a railroad spike (19-1000886). Several deposits were identified in association with resource 19-004173/CA-LAN-4173. These deposits were detected in the vicinity of the Ramona High School and contained artifact content dating between the 1880s and the 1960s. Historic age refuse was also identified in the vicinity of the Calvary Cemetery at 19-004175/CA-LAN-4175, 19-004176/CA-LAN-4176, and 19-004177/CA-LAN-4177. 19-004175/CA-LAN-4175 contains deposits dating to the late 1920s through the 1950s and 19-004177/CA-LAN-4177 included one diagnostic artifact suggesting a date range of 1920 through 1964. Due to the intensive occupation of the project area and the detection of various archaeological sites during construction monitoring programs, the project area is considered to have a high sensitivity for subsurface archaeological resources.

Finally, the HPDF lists a number of murals within the project area that were identified. These murals were mainly painted in the 1970s and have not been formally evaluated for inclusion in the NRHP or CRHR. Titles of some of the identified murals include First World War, A Search for Identity, The Birth of Our Art, and Viva Mi Raza. These murals are generally located along East 1st Street, though additional murals not listed were noted along East 3rd Street, East 4th Street, and East Brooklyn Avenue (Cesar E. Chavez Avenue).

Resources identified as eligible for the NRHP, CRHR, and for local listing via the SCCIC records search are outlined in the following section.

■ Historical Resources

Designation Process

There are three general types of designations for significant historical resources: resource districts, traditional cultural properties, and landscapes in the project area. The system includes federal designation in the NRHP, state-level designation in the CRHR, and recognition by the County through state-level listing. The NRHP and CRHR employ different criteria to determine whether a resource could be determined eligible for inclusion, and these criteria are discussed in the Regulatory Framework. At the County-level, the Los Angeles County Historical Landmarks and Records Commission considers and recommends local historical landmarks to the Board of Supervisors defined to be worthy of registration by the State of California, either as California Historical Landmarks (CHLs) or as California Points of Historical Interest (PHIs). Finally, the City of Los Angeles also offers designation as a Historic-Cultural Monument (HCM) and includes resources in East Los Angeles in their HCM listings (Los Angeles 2013), none of which were indentified to exist within the SPA. An HCM is any site (including significant trees or other plant life located on the site), building or structure of particular historical or cultural significance to the City of Los Angeles (see City of Los Angeles Administrative Code Sections 22.171 et seq.).

NRHP Eligible Resources

The following resources have been formally determined eligible for inclusion in the NRHP as individual resources or as contributors to a district:

- St. Sava Serbian Orthodox Church and Cemetery (19-176580: 4355 East 2nd Street)
- Frank Romero Gas Station (19-176561: 500 South Ford Boulevard)

The following resources appear to be individually eligible for listing in the NRHP:

- New Calvary Cemetery (19-176535: 4201 East Whittier Boulevard)
- Fire Station #1 (19-176614: 154 North Gage Avenue)
- Daughters of St. Joseph of California (19-176521: 337 North Humphreys Avenue)
- Our Lady of Lourdes Church (19-176621: 3762 East 3rd Street)
- 3886 East 3rd Street (19-176617)
- 118 South Alma Avenue (19-176624)
- Spanish American Baptist Seminary (19-176598/19-174942: 512 South Indiana Avenue)
- Mexican School/El Gallo Bakery (19-174901/19-176610: 4546 East Brooklyn Avenue [Cesar E. Chavez Avenue])
- Ramirez Mortuary (19-176645: 4545 East Brooklyn Avenue [Cesar E. Chavez Avenue])
- Belvedere #2, Rowan Avenue Elementary (19-176599: 610 South Rowan Avenue)
- Belvedere Methodist Episcopal Church (19-176597: 207 South Townsend Avenue)

CRHR Listed Resources

The following resources are listed in the CRHR.

- St. Sava Serbian Orthodox Church and Cemetery (19-176580: 4355 East 2nd Street)
- Frank Romero Gas Station (19-176561: 500 South Ford Boulevard)

CRHR Eligible Resources

The following resource has been formally determined eligible for listing in the CRHR.

- Brooklyn Savings Bank (3800 East Cesar E. Chavez Avenue)

Resources Eligible for Local Listing or Designation

The following resources are individual properties that are considered eligible for local listing or designation as a historical resource:

- 4219 East 3rd Street (19-176600)
- Conchitas Restaurant (19-176594: 3525 East 1st Street)
- Unique Theatre (19-176618: 3647 East 1st Street)
- Chinese Cemetery (19-176641: 4360 East 1st Street)
- Russian Molokan Cemetery (19-176581: 4319 East 2nd Street)
- Griffith Middle School/Classroom B (19-176590: 4765 East 4th Street)
- Bagues and Son Mortuary (19-176612: 4221 East Brooklyn Avenue [Cesar E. Chavez Avenue])
- Belvedere Methodist Episcopal Church (19-176520: 4522 East Brooklyn Avenue [Cesar E. Chavez Avenue])
- 3426 East Michigan Avenue (19-176522)
- 315 North Mariana Avenue (19-176673)
- 333 North Mariana Avenue (19-176616)
- 309 North Rowan Avenue (19-176622)
- 332 South Arizona Avenue (19-176592)
- 501 South Downey Road (19-176601)
- 462 Ferris Avenue (19-176576)
- 625 South Humphreys Avenue (19-176586)
- 637 South McDonnell Avenue (19-176591)

City of Los Angeles Historic-Cultural Monuments

The following resource is listed by the City of Los Angeles as an HCM in East Los Angeles (Los Angeles 2013):

- Brooklyn Avenue Neighborhood Corridor, along Cesar E. Chavez Avenue (LA-590)

Native American Resources

Research on the presence of Native American resources was initially completed through a Sacred Lands File (SLF) database search by the Native American Heritage Commission (NAHC). Thereafter, research was completed by obtaining responses or comments from contacts named by the NAHC as having knowledge about the project area. Formal consultation was administered pursuant to Senate Bill 18 (SB 18), as described in the Regulatory Framework. A search of the NAHC SLF indicated that no SLF-

listed traditional cultural places have been recorded within the project area (NAHC 2013). As requested by the NAHC, information request letters that included a brief description of the project and location maps were sent to each of the NAHC-provided contacts. As of the date of this document, no responses have been received.

■ **Paleontological Resources**

Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. Fossils are the remains or traces of prehistoric animals and plants. Fossils are important scientific and educational resources because of their use in: documenting the presence and evolutionary history of particular groups of now extinct organisms; reconstructing the environments in which these organisms lived; and determining the relative ages of the strata in which they occur and of the geologic events that resulted in the deposition of the sediments that formed these strata and in their subsequent deformation.

Paleontological sensitivity can be understood as the potential for a particular geologic unit to produce scientifically important fossils. There is a direct correlation between fossils and the geologic units in which they are preserved; therefore, paleontological sensitivity is determined by rock type, the history of a particular geologic unit for producing significant fossils, and the recorded or known fossil localities derived from that unit.

Three major groups of rocks are represented within the Los Angeles Basin: older igneous and metamorphic bedrock (100 to 75 million years old), older sedimentary rocks (about 65 to 15 million years old) and younger sedimentary rocks (15 to 1 million years old). Igneous rocks are formed when materials such as lava or magma cool and solidify, and metamorphic rocks are formed when the chemical and mineral composition of a rock is changed through the forces of heat or pressure. Sedimentary rocks are formed through the accumulation of mineral and organic materials at the earth's surface and within bodies of water. The sedimentary rock layers within the Los Angeles Basin contain shale, siltstone, sandstone, and conglomerates, as well as some inter-bedded volcanic rocks. Over 22 million years ago, the Los Angeles Basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over 5 miles of marine and nonmarine sedimentary rock, as well as igneous rocks, have filled the basin. During the last 2 million years, defined by the Pleistocene and Holocene epochs, the Los Angeles Basin and surrounding mountain ranges have been uplifted to form the present-day landscape. Erosion of the surrounding mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers, such as the Los Angeles River.

The Los Angeles Basin is rich in paleontological sites. Fossils have been found mostly in sedimentary rock that has been uplifted, eroded, or otherwise exposed. Undiscovered vertebrate fossils are likely to be found in such rock formations. In addition, quaternary period alluvial fan deposits, and more specifically those deposits from the Pleistocene epoch, are considered to have high paleontological sensitivity because they are known to contain significant fossil resources. Pleistocene older alluvium in Los Angeles County and southern California has been reported to contain locally abundant and scientifically significant vertebrate, invertebrate, and plant fossils. These localities have yielded fossils of extinct Ice-Age mammals, including mammoths, mastodons, ground sloth, dire wolves, short-faced bears, saber-

toothed cats, large and small horses, large and small camels, bison, and other fauna similar to fossil specimens recovered from the Rancho La Brea asphalt deposits.

Geologic mapping indicates that the project area is underlain by Holocene alluvial fan deposits and old alluvial fan deposits from the late to middle Pleistocene (Yerkes and Campbell 2005). The Holocene deposits are generally considered too young to contain fossil resources. However, Pleistocene alluvial fan deposits exhibiting a composition conducive to the preservation of fossils may yield significant resources.

■ **Human Remains**

Human remains can be considered cultural resources for several reasons. Some human remains are evidence of burial places which represent events, customs, or beliefs common to many cultures, locations, or time periods. Other human remains are unique representatives of specific people or events. Cemeteries and burial places traditionally have been regarded as sacred and inviolate, especially by those whose ancestors are buried there. Recently, the concern of Native Americans about appropriate and respectful disposition of burial remains and objects of their descendants has resulted in greater sensitivity toward those for whom a burial place has familial or cultural importance (NPS 2013).

In addition to unearthed human remains that may have cultural significance, established cemeteries and burial places may also be considered cultural resources. Cemeteries and burial places can often qualify for listing in registers of significant resources, and these resources reflect the broad spectrum of the community's history and culture; family burial plots that contribute to the significance of a farmstead; beautifully designed garden cemeteries that served as places of rest and recreation; graveyards that form an important part of the historic setting for a church or other religious building being nominated; formal cemeteries whose collections of tombs, sculptures, and markers possess artistic and architectural significance; single or grouped gravestones that represent a distinctive folk tradition; graves or graveyards whose survival is a significant or the only reminder of an important person, culture, settlement, or event; and burial places whose location, grave markers, landscaping, or other physical attributes tell something important about the people who created them (NPS 2013). Several cemeteries in the SPA are listed in the HPDF and are considered significant resources. The St. Sava Serbian Orthodox Church and Cemetery (19-176580: 4355 East 2nd Street) has been formally determined eligible for listing in the NRHP and is listed in the CRHR; New Calvary Cemetery (19-176535: 4201 East Whittier Boulevard) appears to be individually eligible for listing in the NRHP through survey evaluation; and the Chinese Cemetery (19-176641: 4360 East 1st Street) and the Russian Molokan Cemetery (19-176581: 4319 East 2nd Street) are individual properties that are considered eligible for local listing or designation (SCCIC 2013).

4.4.2 Regulatory Framework

■ **Federal**

There are no federal regulations that would apply to the proposed Specific Plan.

■ State

Under CEQA, public agencies must consider the impacts of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a “project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain CHLs and PHIs.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project’s impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

- (a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and
- (b) Meets any of the following criteria:
 - 1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
 - 2) Is associated with the lives of persons important in our past;
 - 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - 4) Has yielded, or may be likely to yield, information important in prehistory or history.

(CEQA Guidelines Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as historical resources (CEQA Guidelines Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicates that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for

Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

(PRC Section 21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

CEQA affords protection to paleontological resources, as CEQA Guidelines indicate that a project would have a significant environmental impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Although CEQA does not specifically define a unique paleontological resource or site, the definition of a unique archaeological resource (Section 21083.2) can be applied to a unique paleontological resource or site and a paleontological resource could be considered a historical resource if it has yielded, or may be likely to yield, information important in prehistory or history under Section 15064.5 (a)(3)(D).

California Public Resources Code Section 5097.5

California PRC Section 5097.5 provides protection for cultural and paleontological resources, where PRC 5097.5(a) states, in part, that:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The code states:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the Public Resources Code.

California Public Resources Code Section 5097.98

Section 5097.98 requires the NAHC to notify the most likely descendants regarding the discovery of Native American human remains upon notification by a county coroner. This enables the descendants to inspect the site of the discovery of Native American human remains within 48 hours of notification by the NAHC, and to recommend to the landowner or the person responsible for the excavation work means for treating or disposition, with appropriate dignity, the human remains and any associated grave goods. Further, this section requires the owner of the land upon which Native American human remains were discovered, in the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or the land owner rejects the recommendation of the descendant, to reinter the remains and burial items with appropriate dignity on the property in a location not subject to further disturbance.

Senate Bill 18

As of March 1, 2005, Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

■ Local

Los Angeles County Code

Chapter 3.30 of the County Code addresses the Los Angeles County Historical Landmarks and Records Commission (Commission). The Commission considers and recommends local historical landmarks to the Board of Supervisors defined to be worthy of registration by the State of California, either as CHLs or as PHIs. The Commission also may comment for the board on applications relating to the NRHP. The Commission is charged with fostering and promoting the preservation of historical records. In its capacity as the memorial plaque review committee of Los Angeles County, the Commission screens applications for donations of historical memorial plaques and recommends to the board plaques worthy of installation as County property.

County Code Section 22.40.400 addresses cultural resources through the establishment of Open Space Zones (O-S). O-S Zones provide for the preservation, maintenance and enhancement of the recreational, natural and environmental resources of the County as defined in the General Plan. The purpose and intent of the O-S Zone with regard for cultural resources is to protect sites of historical, archaeological, scenic or scientific value.

Los Angeles County General Plan

The General Plan Conservation and Open Space Element includes an objective and policies applicable to cultural resources as follows:

- | | |
|-------------------------|--|
| Objective | To preserve and protect sites of historical, archaeological, scenic and scientific value. |
| Policy Statement | Our cultural heritage is nonrenewable and irreplaceable. These resources must be identified and protected. Public awareness and use of these resources should be encouraged. |
| Policy 17 | Protect cultural heritage resources, including historical, archaeological, paleontological and geological sites, and significant architectural structures. |
| Policy 18 | Encourage public use of cultural heritage sites consistent with the protection of these resources. |
| Policy 19 | Promote public awareness of cultural resources. |
| Policy 20 | Encourage private owners to protect cultural heritage resources. |

East Los Angeles Community Plan

The Community Plan does not include objectives, policies or implementation measures related to cultural resources.

4.4.3 Impact Analysis and Mitigation Measures

■ Methodology

The following analysis considers the potential for impacts on significant cultural resources within the study area.

Paleontological resources in the project area were evaluated qualitatively based on general information about project area conditions. The analysis included reviews of geologic maps and paleontological literature to determine the potential for paleontological resources to occur in the project area. The analysis identifies the likelihood of ground disturbing activities to encounter rock units with potential for containing significant nonrenewable paleontological resources, which is considered high in Pleistocene alluvial fan deposits exhibiting a composition conducive to the preservation of fossil resources. Where such units are present and could be disturbed by future construction, this is assumed to represent a potentially significant impact.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources
- Disturb any human remains, including those interred outside of formal cemeteries

■ Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to cultural resources.

■ Project Impacts and Mitigation

Threshold	Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?
-----------	--

Impact 4.4-1 **Implementation of the Specific Plan could cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

The project area contains numerous historical resources, including resources considered eligible for the NRHP, listed in the CRHR, and resources which may be eligible for local listing or designation. The proposed Plan includes goals and objectives (refer to Chapter 4 of Appendix A) aimed at providing a framework for the preservation of cultural resources. The Plan's goals are organized around concept areas of preservation policy: (1) public awareness; (2) identification, evaluation and protection of historic resources; (3) incentives; and (4) integration with community development programs. The implementation of these goals and objectives will assist in protecting historic and cultural resources from demolition and inappropriate alterations, will encourage maintenance of historic resources, and will focus on compliance with CEQA. Future landscape, sidewalk and road improvements, as well as infill development, could occur on the site of a historical resource and could result in significant impacts on historical resources within the project area, including resources eligible for listing in the NRHP, listed in the CRHR, and/or eligible for local listing or designation. Significant impacts could include the delisting or loss of eligibility of such resources. In addition, the completion of development activities has the potential to result in significant impacts on buildings, structures, and features of historic age (50 years old or older), or buildings, structures, and features which may eventually be of historic age, and which may qualify as historical resources pursuant to CEQA upon evaluation.

CEQA Guidelines Section 15064.5(b) states that “a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” The proposed Plan aims to ensure compliance with CEQA; however, the project may allow for activities that could cause a substantial adverse change in the significance of a historical resource through alteration of a historical resource's physical characteristics, which convey its historical significance. This is considered a potentially significant impact. However, implementation of the identified mitigation measure, MM4.4-1 to address unidentified, potential historical resources (buildings, structures, and features aged 50 years and older), and the application of the proposed policies for cultural resources, impacts would be reduced to a *less-than-significant* level.

MM4.4-1

Prior to issuance of the first permit for projects pursuant to the Specific Plan, activities that would physically affect any listed or potentially eligible historic buildings, structures, or features aged 50 years old or older or affect their historic setting, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History shall be retained to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and Los Angeles County, the appropriate archival research, including, if necessary, a records search at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed plan. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods would include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.

Threshold	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?
-----------	---

Impact 4.4-2 **Implementation of the Specific Plan could cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

The SCCIC records search identified several archaeological isolated finds and sites within the project area. The known sites are all historic-age archaeological sites consisting of subsurface refuse deposits. These sites have been identified primarily through prior excavation for development in the study area. Based upon the presence of known and recorded subsurface archaeological sites within the project area, the project area is considered to have high sensitivity for potentially significant archaeological resources.

Under CEQA, public agencies must consider the effects of their actions on “unique archaeological resources.” There is potential that the project area could result in new development or ground-disturbing activities in areas containing previously undetected archaeological resources. Therefore, development under the proposed Plan has the potential to cause a substantial adverse change in the significance of an archaeological resource through inadvertent damage or destruction. This is considered a potentially significant impact. However, implementation of mitigation measures MM4.4-2 would reduce this impact to a *less-than-significant* level.

MM4.4-2 *Prior to issuance of the first permit for projects pursuant to the Specific Plan, the project applicant shall retain an archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards for Archaeology to determine if the project could result in a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the archaeologist and the County of Los Angeles and based on existing site conditions, a records search of the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS), updated Native American consultation, and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any archaeological resources within the development area and includes recommendations and methods for eliminating or avoiding impacts on archaeological resources. The measures shall include, as appropriate, subsurface testing of archaeological resources and/or construction monitoring by a qualified professional and, if necessary, appropriate Native American monitors identified by the applicable tribe (e.g., the Gabrieliño Tongva Nation) and/or the Native American Heritage Commission. The technical report or memorandum shall be submitted to Los Angeles County for approval. As determined necessary by the County, environmental documentation (e.g., CEQA documentation) prepared for future development within a specific project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on archaeological resources identified in the technical report or memorandum.*

Threshold	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?
-----------	---

Impact 4.4-3 **Implementation of the Specific Plan could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

The project area is known to have high paleontological sensitivity in Pleistocene alluvial fan deposits exhibiting a composition conducive to the preservation of fossil resources. Thus, there is potential for the proposed Plan to result in new development or ground-disturbing activities in areas containing known or previously undetected paleontological resources. Therefore, development pursuant to the proposed Plan has the potential to directly or indirectly destroy a unique paleontological resource or site. This is considered a potentially significant impact. However, implementation of mitigation measure MM4.4-3 would reduce this impact to a *less-than-significant* level.

MM4.4-3 *Prior to issuance of the first building permit for projects pursuant to the Specific Plan, the project applicant shall retain a professional paleontologist to determine if the project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The investigation shall include, as determined appropriate by the paleontologist and Los Angeles County, a paleontology records check and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies the paleontological sensitivity of the development area and includes recommendations and methods for eliminating or avoiding impacts on paleontological resources or unique geologic features. The technical report or memorandum shall be submitted to the County for approval. As determined necessary by the County, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on paleontological resources or unique geologic features identified in the technical report or memorandum. Projects that would not encounter undisturbed soils and would therefore not be required to retain a paleontologist shall demonstrate nondisturbance to the County through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities.*

Threshold	Would the project disturb any human remains, including those interred outside of formal cemeteries?
-----------	---

Impact 4.4-4 **Implementation of the Specific Plan would not disturb any human remains, including those interred outside of formal cemeteries. This impact would be *less than significant*.**

There are several known, formal cemeteries within the study area, including: St. Sava Serbian Orthodox Church and Cemetery (19-176580: 4355 East 2nd Street); New Calvary Cemetery (19-176535: 4201 East Whittier Boulevard); the Chinese Cemetery (19-176641: 4360 East 1st Street) and the Russian Molokan Cemetery (19-176581: 4319 East 2nd Street) (SCCIC 2013). The proposed Plan includes the installation of a walking trail around the perimeter of the Calvary Cemetery and could potentially result in ground

disturbance on vacant lots to transform underutilized areas, which have likely been developed at some point. However, no changes are proposed within any of the cemetery boundaries and the potential for development to occur within previously undisturbed soils is considered low. Therefore, the potential to disturb human remains within the project area is considered low. Nonetheless, given the level of historic human occupation of the study area, it is possible that unknown human remains could be located within the project area and that future development could encounter these remains (if present within the subsurface). In the event of the inadvertent discovery or recognition of any human remains during future, project-related ground disturbance, California Health and Safety Code Section 7050.5 states that, if human remains are unearthed during construction, then no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Section 5097.98 outlines the NAHC notification process and the appropriate procedures if the County Coroner determines the human remains to be Native American. Compliance with applicable regulations would protect unknown and previously unidentified human remains, and impacts related to unknown human remains would be *less than significant*.

4.4.4 Cumulative Impacts

The cumulative analysis for impacts on cultural resources considers a broad regional system of which the resources are a part. The cumulative context for the cultural resources analysis is the Los Angeles Basin, including Los Angeles and Orange Counties, where common patterns of prehistoric and historic development have occurred. The analysis accounts for anticipated cumulative growth within the Los Angeles Basin.

Urban development that has occurred over the past several decades in the Los Angeles Basin has resulted in the demolition and alteration of historical resources, and it is reasonable to assume that present and future development activities will continue to result in impacts on historical resources. Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would prevent implementation of projects. For this reason, the cumulative effects of development on historical resources in the region are considered significant. Because proposed policies and existing regulations do not explicitly prohibit demolition or inappropriate alteration of historic-period buildings or structures that are considered significant under local, state or federal regulations, it is possible that development activities resulting from the adoption and implementation of the proposed Plan could cause a substantial adverse change in the significance of a historical resource, if such resources are impacted or if such a resource is identified in the future. As individual projects can be cumulatively significant within the SPA, it is possible for such projects to have a contribution that would be considered cumulatively significant. However, implementation of mitigation measure MM4.4-1 would require qualified professionals to conduct site-specific historical resource investigations for future development associated with the implementation of the proposed plan and generate recommendations for eliminating or reducing impacts on historical resources. Thus, with the application of mitigation measure MM4.4-1, and the applicable policies relating to the SPA, the proposed Plan's contribution to the cumulative effect of development in the region would be less than cumulatively considerable. Therefore, this would be considered a *less-than-significant cumulative* impact.

Based upon existing studies outlining intense resource use in this region, and the documented, observable material culture (i.e. artifacts) recovered from the prehistoric era to the present, the Los Angeles Basin is known to have high archaeological sensitivity. For this reason, there is always the possibility that ground-disturbing activities during future construction may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be determined on a case-by-case basis and follow CEQA guidelines. For future projects occurring under the adoption and implementation of the proposed Plan, mitigation measures have been provided to reduce potential significant impacts to archaeological resources to a less-than-significant level. Therefore, the implementation of standard guidelines and regulations, in conjunction with mitigation measure MM4.4-2, would result in a *less-than-significant cumulative* impact on archaeological resources.

Based upon the geologic history of the Los Angeles Basin, and the high paleontological sensitivity of the rock units within this region, there is always the possibility that ground-disturbing activities during future construction may uncover previously unknown paleontological resources or sites or unique geologic features. Impacts to such resources would be determined on a case-by-case basis and follow CEQA guidelines. For future projects occurring under the adoption and implementation of the proposed plan, mitigation measures have been provided to ensure that potential significant impacts to paleontological resources are reduced to a less-than-significant level. Therefore, the implementation of standard guidelines and regulations, in conjunction with the mitigation measure MM4.4-3, would result in a *less-than-significant cumulative* impact on paleontological resources.

There is always the possibility that ground-disturbing activities during future construction may uncover previously unknown and buried human remains. Treatment of human remains is covered under standard regulatory requirements as set forth in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. Compliance with these regulations, which is assumed for all development in the State of California, would ensure a *less-than-significant cumulative* impact on human remains.

4.4.5 References

- Bean, L.J. and C.R. Smith. 1978. Gabrieliño. In *Handbook of North American Indians*. Vol. 8: California. Edited by R.F. Heizer. Washington, DC: Smithsonian Institution, pp. 538–549.
- Beck, W.A. and Y.D. Haase. 1974. *Historical Atlas of California*. Norman: University of Oklahoma Press.
- Bureau of Land Management (BLM). 2013. General Land Office Patent Searches, including: BLM Serial No. CACAAA 084903. <http://www.glorerecords.blm.gov/search/detail.aspx> and <http://www.glorerecords.blm.gov/details/patent/default.aspx?accession=CACAAA084903&docClass=SER&sid=yugih3px.ghh> (searches completed September 2013).
- Cogstone Resource Management (Cogstone). 2004. *Cultural Resource Monitoring and Mitigation Plan for the Los Angeles County Metropolitan Transportation Authority Eastside Gold Line Transit Corridor, Los Angeles, Los Angeles County, California*. LA-10856. Report on-file at the South Central Coastal Information Center, California State University, Fullerton.
- Greenwood and Associates. 2001. Draft Revised Cultural Resources Technical Report: Final Supplemental Environmental Impact Statement/Environmental Impact Report, Los Angeles

- Eastside Corridor. LA-09844. Report on-file at the South Central Coastal Information Center, California State University, Fullerton.
- Heizer, R.F., ed. 1978. Handbook of North American Indians, Vol. 8: California. Washington, DC: Smithsonian Institution.
- Jones & Stokes. 2007. *Information for Resource 19-189749: Historical Assessment of Humphreys Elementary School Auditorium*. Documentation on-file at the South Central Coastal Information Center, California State University, Fullerton.
- Los Angeles, City of. 2013. Historic-Cultural Monument Report: East Los Angeles. Search completed September 2013.
http://cityplanning.lacity.org/complan/HCM/dsp_hcm_result_Citywide.cfm?APC=East Los Angeles
- Los Angeles, County of. 1980. *County of Los Angeles General Plan*. Conservation and Open Space Element, November 25.
- . 1981 (reprinted). *County of Los Angeles General Plan Environmental Impact Report*, March.
- . 1988. *East Los Angeles Community Plan*, March.
- Myra L. Frank & Associates. 1994. *Section 106 Documentation for the Metro Rail Red Line East Extension in the City and County of Los Angeles, California*. LA-04448. Report on-file at the South Central Coastal Information Center, California State University, Fullerton.
- National Parks Service (NPS). 2013. National Register Bulletin 41: Guidelines for Evaluating and Registering Cemeteries and Burial Places.
http://www.nps.gov/nr/publications/bulletins/nrb41/nrb41_1.htm (accessed September 2013).
- Native American Heritage Commission (NAHC). 2013. Re: Request for a Sacred Lands File Search and Native American Contacts List for the “East Los Angeles 3rd Street Specific Plan Project,” located in East Los Angeles; Los Angeles County, California, August 28.
- South Central Coastal Information Center (SCCIC). 2013. Confidential In-House Records Search for the East Los Angeles 3rd Street Specific Plan EIR Project, completed by Atkins, September 3.
- Yerkes, R.F. and R.H. Campbell. 2005. Preliminary Geologic Map of the Los Angeles 30' x 60' Quadrangle, Southern California. http://pubs.usgs.gov/of/2005/1019/la1_map.pdf (accessed September 2013).

4.5 GEOLOGY/SOILS

This section of the Draft EIR analyzes the potential impacts on geology/soils from implementation of the proposed Plan. The analysis is based, in part, on information provided in the Los Angeles County General Plan Safety Element, Seismic and Geotechnical Hazards Section (Los Angeles County 1990), reports published by the California Geological Survey (CGS) and the United States Geological Survey (USGS), and other geotechnical or environmental investigations pertinent to the conditions within the Specific Plan area (SPA). Full reference-list entries for all cited materials are provided in Section 4.5.5 (References).

4.5.1 Environmental Setting

■ Regional and Local Faults

All of Southern California is seismically active. The region is crossed by a network of major regional faults and minor local faults. This faulting and seismicity is dominated by the San Andreas Fault System, which separates two of the major tectonic plates that represent part of Earth's continental and oceanic crust: the Pacific plate is west of the San Andreas Fault System; the North American plate is to the east.

There are numerous faults in Southern California that are categorized as active, potentially active, and inactive by the CGS. A fault is classified as active if it has either moved during the Holocene epoch (during the last 11,000 years) or is included in an Alquist-Priolo Earthquake Fault Zone (as established by CGS). A fault is classified as potentially active if it has experienced movement within the Quaternary period (during the last 1.6 million years). Faults that have not moved in the last 1.6 million years generally are considered inactive. Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts.

According to the County General Plan Safety Element Seismic and Geotechnical Hazards Section, there are over fifty active and potentially active fault segments, an undetermined number of buried faults, and at least four blind thrust faults capable of producing damaging earthquakes in the County (Los Angeles County 1990). Active faults within the County that have the potential to impact the SPA include Cabrillo, Cucamonga, Hollywood, Holser, Llano, Malibu Coast, Mission Hills, Newport-Inglewood, North Hollywood, Northridge Hills, Palos Verdes, Raymond, Redondo Canyon, San Andreas, San Antonio, San Fernando, San Gabriel, and Sierra Madre, Santa Susana, Verdugo, Whittier faults (Los Angeles County 1990). Additionally, earthquakes occurring on faults located outside of Los Angeles also have the potential to cause damage within the County.

Seismic Hazards

Earthquakes create two types of hazards: primary and secondary. Primary seismic hazards include ground shaking, ground displacement, and subsidence. These events can, in turn, produce secondary hazards including ground failure, liquefaction, seiching and dam failure.

Fault Rupture

According to the County General Plan Safety Element, there are over fifty active and potentially active fault segments, an undetermined number of buried faults, and at least four blind thrust faults capable of producing damaging earthquakes in the County (Los Angeles County 1990). While there are numerous fault traces in East Los Angeles, the SPA is not located within an Alquist-Priolo Earthquake Fault Zones (CDOC 2000). As such, the risk of damage due to ground rupture during an earthquake is minimal due to the absence of active surficial faults in the SPA.

Groundshaking

The major cause of structural damage from earthquakes is groundshaking. The intensity of ground motion expected at a particular site depends on the magnitude of the earthquake, the distance and direction to the epicenter, and the geology of the area between the epicenter and the affected site. Greater movement can be expected at sites on poorly consolidated material, such as loose alluvium, in proximity to the causative fault, or in response to an earthquake of great magnitude. Active faults within the County that have the potential to impact the SPA include Cabrillo, Cucamonga, Hollywood, Holser, Llano, Malibu Coast, Mission Hills, Newport-Inglewood, North Hollywood, Northridge Hills, Palos Verdes, Raymond, Redondo Canyon, San Andreas, San Antonio, San Fernando, San Gabriel, and Sierra Madre, Santa Susana, Verdugo, Whittier faults (Los Angeles County 1990).

Liquefaction

Liquefaction is the phenomenon in which uniformly sized, loosely deposited, saturated, granular soils with low clay content undergo rapid loss of shear strength through the development of excess pore pressure during strong earthquake-induced groundshaking of sufficient duration to cause the soil to behave as a fluid for a short period of time. Liquefaction generally occurs in saturated or near-saturated cohesionless soils at depths shallower than 50 feet below the ground surface. If the liquefying layer is near the surface, the effect for any structure supported on it is much like that of quicksand, resulting in sinking or tilting.

Liquefaction-induced Hazards

Liquefaction can induce (1) flow slides or large translation site failures mobilized by existing static stresses (i.e. the site static factor of safety drops below unity due to low strengths of liquefied soil layers); (2) limited lateral spreads on the order of feet or less triggered and sustained by the earthquake ground shaking; (3) ground settlement due to the reconsolidation of liquefied soils; and (4) surface manifestation of underlying liquefaction such as sand boils, etc. that can directly affect structures. In addition to the above hazards which occur only to coarse-grained soils, earthquake-induced strength loss resulting in slope instability can also occur in fine-grained soils such as silts and clays.

Static Settlement

Settlement is caused by the reduction of soil volume. It can result from static loading (placement of an earth embankment, foundation load, etc.), the withdrawal of groundwater, the injection of groundwater (i.e. causing hydro-collapse), or the decomposition of organic material. Settlements must be considered in the design of any proposed development and would be addressed in all site-specific development

geotechnical reports. Soils testing to identify settlement characteristics and appropriate remediation measures are required routinely by the Los Angeles County Department of Public Works Grading Code. Specific treatments to eliminate settlement of soils include, but are not limited to, recompaction (watering and compressing the soils) and replacement with a noncompressible material (excavation of unsuitable soil followed by filling with suitable material).

■ **Landslides**

Landslides are the downhill movement of masses of earth and rock caused by gravity acting on over-steepened slopes; vibrations from earthquakes, machinery, blasting, etc., or other lateral or horizontal loading. According to the California Seismic Hazard Zones Map, Los Angeles Quadrangle, the Plan area is not located within an area identified by the California Geologic Survey as a landslide zone. Slope stability hazards in the County relate to undeveloped hillside areas, as grading activities and soil remediation techniques required by the County Grading Code and County Hillside Management Area Ordinance are used to mitigate these hazards prior to development.

■ **Expansive Soils**

Expansive soils contain types of clays (principally montmorillonite, illite, and kaolinite) that can give up water (shrink) or take on water (swell) during changes in soil moisture content. The change in volume exerts stress on building foundations and other loads placed on these soils. The occurrence of these clays often is associated with geologic units of marginal stability. Slopes composed of expansive soils may be subject to slope creep and lateral fill extension. Expansive soils can be widely dispersed and are found in hillside areas as well as low-lying areas in alluvial basins. Soils testing to identify expansive characteristics and appropriate remediation measures are required by the County Grading Code.

■ **Corrosive Soils**

Bedrock materials as well as native and fill soils derived from bedrock materials may be corrosive to both ferrous metals and concrete. Soils testing to identify corrosive characteristics and appropriate remediation measures are required by the County Grading Code.

4.5.2 Regulatory Framework

■ **Federal**

Installation of any underground utility lines are required to comply with industry standards specific to the type of utility (e.g., National Clay Pipe Institute for sewers; American Water Works Association for water lines, etc.) and the discharge of contaminants is required to be controlled through the National Pollutant Discharge Elimination System (NPDES) permitting program for management of construction and municipal stormwater runoff, as described in Section 4.8 (Hydrology/Water Quality) of this EIR. These standards contain specifications for installation, design, and maintenance to reflect site-specific geotechnical conditions.

■ State

Alquist-Priolo Earthquake Fault Zoning Act

The state legislation protecting the population of California from the effects of fault-line ground-surface rupture is the Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code [PRC] 1972, 1997). The Act provides for special seismic design considerations if developments are planned in areas adjacent to active or potentially active faults. The Act was passed in response to the 1971 Sylmar Earthquake (also known as the San Fernando Earthquake), which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. At the direction of the Act, in 1972 the State Geologist became responsible for delineating Earthquake Fault Zones (called Special Studies Zones prior to 1994) around active and potentially active fault traces to reduce fault-rupture risks to structures for human occupancy. The zones are revised periodically, and extend 200 to 500 feet on either side of identified active fault traces. The CGS has prepared nearly 600 maps delineating Earthquake Fault Zones. No Alquist-Priolo Fault zones are located in the Specific Plan Area.

The nearest faults surrounding the SPA are the Raymond Hill Fault located approximately 11 miles north of the SPA, the East Montebello Hills Fault located approximately 6 miles northeast of the SPA and the Whittier Fault 18 miles southeast of the SPA and the Newport-Inglewood Fault Zone located approximately 14 miles east of the SPA.

Seismic Hazards Mapping Act

One of the state legislations protecting the public from geo-seismic hazards, other than surface faulting, is the Seismic Hazards Mapping Act (California 1991). The Act's regulations apply to public buildings intended for human occupancy and a large percentage of private buildings intended for human occupancy. The Act became effective in 1991 with the purpose of identifying and mapping seismically hazardous areas to assist cities and counties in preparing the safety elements of their general plans and to encourage land use management policies and regulations that reduce seismic hazards. Under the terms of the Act, cities and counties must require a geotechnical report defining and delineating any seismic hazard prior to the approval of a project in a state-identified seismic hazard zone. The local jurisdiction is required to submit one copy of the approved geotechnical report to the State Geologist within 30 days of approval of the report.

Seismic Hazard Zone Reports

The hazards recognized in the Act include strong groundshaking, liquefaction, landslides, and other ground failure. These effects account for approximately 95 percent of economic losses caused by earthquakes. At the direction of the Act, the State Geologist became responsible for preparing maps delineating Liquefaction Zones of Required Investigation and Earthquake-Induced Landslide Zones of Required Investigation in the Los Angeles Basin and San Francisco Bay areas. Evaluation and mapping have been completed for the Los Angeles quadrangle, which includes the SPA. According to the Seismic Hazard Zone map, portions of the SPA are identified as having the potential for liquefaction or earthquake induced landslides.

California Building Code

California Code of Regulations (CCR) Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the state. Until January 1, 2008, the CBC was based on the then-current Uniform Building Code and contained Additions, Amendments and Repeals specific to building conditions and structural requirements in California. The 2010 CBC, effective January 1, 2011, is based on the current (2009) International Building Code (IBC) (CBSC 2011). Each jurisdiction in California may adopt its own building code based on the 2010 CBC. Local codes are permitted to be more stringent than the 2010 CBC, but, at a minimum, are required to meet all state standards and enforce the regulations of the 2010 CBC beginning January 1, 2011. Chapter 16 of the CBC deals with structural design requirements governing seismically resistant construction (Section 1604), including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613.5 through 1613.7). Chapter 18 includes (but is not limited to) the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); and the design of footings, foundations, and slope clearances (Sections 1808 and 1809), retaining walls (Section 1807), and pier, pile, driven, and cast-in-place foundation support systems (Section 1810). Chapter 33 includes (but is not limited to) requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304). CBC includes (but is not limited to) grading requirements for the design of excavations and fills and for erosion control. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in Cal-OSHA regulations (CCR Title 8).

The CBC is revised every three years. Effective January 2, 2011, California requires compliance with the 2010 CBC.

California Geological Survey Special Publications

The California Geological Survey produces a variety of on-line and hard copy publications that provide guidance for individuals and municipalities addressing issues related to geology and geologic hazards including fault rupture, seismic groundshaking, liquefaction, landsliding, settlement, etc. With the exception of Official Maps, such as Earthquake Fault Zones and Seismic Hazard Zones, these publications represent compendia of state legislation, professional judgment, and Best Management Practices recognized by the State of California as appropriate methods for investigating and mitigating geologic hazards. Although many of the guidelines have been adopted by the State for advisory purposes, none has the force of law in itself unless adopted specifically by a municipality as its “official” procedure. Most municipalities have not adopted any of these documents as official procedures, but expect their consultants to use them as intended—as the most practical and widely accepted guides for addressing issues arising from geologic conditions within the municipality’s jurisdiction. The County has not codified any of these guidelines in its County Code.

General Groundwater Extraction Waste Discharge Permit

The General Groundwater Extraction Waste Discharge Permit would apply to all construction activities within the SPA that would require groundwater dewatering. Conformance with the noted Groundwater

Permit is required by the Regional Water Quality Control Board RWQCB prior to disposal of extracted groundwater (pursuant to Order No. R9-2008-0002, NPDES Permit No. CAG919002 for the SPA). This requirement is generally applicable to all groundwater discharge regardless of volume, with certain exceptions as noted in the permit text. Specific requirements for permit conformance include (1) submitting a Notice of Intent to the RWQCB; (2) implementing an appropriate sampling and analysis/monitoring program; (3) providing at least 30 days notification to the appropriate local agency prior to discharging to a municipal separate storm sewer system (MS4); (4) conforming with applicable water quality standards (e.g., through appropriate treatment best management practices [BMPs]), including, but not limited to, the Basin Plan, CWA, state Antidegradation and Implementation policies, Porter-Cologne Water Quality Control Act, and Ocean Plan; and (5) submittal of applicable monitoring reports. Because each future project would have site-specific geotechnical considerations, it is possible that future development under the proposed Specific Plan could require groundwater dewatering during construction and/or operation, which would be subject to the requirements of this General Groundwater Extraction Waste Discharge Permit.

■ Local

Los Angeles County Grading Code

Los Angeles County Department of Public Works Grading Code, , sets forth rules and regulations to control grading, excavation, and earthwork construction, including fills and embankments and the control of storm water runoff from graded sites, including erosion sediments and construction-related pollutants. All projects requiring a grading permit are required to prepare a Soil Engineering Report and Engineering Geology Report that includes recommendations to be incorporated in the grading plans or specifications as a condition of project approval.

Los Angeles County General Plan Safety Element Seismic and Geologic Hazards

The General Plan Safety Element includes the following policies applicable to seismic hazards:

Goal	Minimize injury and loss of life, property damage, and the social, cultural, and economic impacts caused by earthquake hazards.
Policy 1.0	Encourage the use of nonurbanized segments of active fault zones for rural and open space purposes.
Policy 2.0	Review projects proposing expansion of existing development and construction of new development, especially critical facilities, and encourage them to avoid localities exposed to high earthquake hazards through such techniques as cluster development and transfer of development rights.
Policy 3.0	Continue enforcement of stringent site investigations (such as seismic, geologic, hydrologic, and soils investigations) and implementation of adequate hazard mitigation measures for development projects in areas of high earthquake hazard, especially those involving critical facilities. Do not approve proposals and projects which cannot mitigate safety hazards to the satisfaction of responsible agencies.

- Policy 4.0** Promote the development of seismically resistant major lifelines serving Los Angeles County and connecting it to surrounding regions and the rest of the nation.
- Policy 5.0** Promote the strengthening or replacement of critical facilities; and the retrofitting or abatement of potentially hazardous buildings, highway structures, and dams and reservoirs which do not meet seismic safety standards.
- Policy 6.0** Encourage the preservation and sensitive reuse of historic buildings, that need strengthening for protection from seismic hazards, in a manner that does not endanger public safety.
- Policy 7.0** Strengthen earthquake resistance standards for non-structural components, especially in critical facilities.

The General Plan Safety Element includes the following policies applicable to geologic hazards:

- Goal** Protect public safety and minimize the social and economic impacts from geologic hazards.
- Policy 8.0** Review proposals and projects proposing new development and expansion of existing development in areas susceptible to landsliding, debris flow, and rockfalls, and in areas where collapsive or expansive soils are a significant problem; and disapprove projects which cannot mitigate these hazards to the satisfaction of responsible agencies.
- Policy 9.0** Continue to improve and enforce stringent slope investigation and designs standards, and to apply innovative hazard mitigation and maintenance plans for development in hillside areas.
- Policy 10.0** Upgrade slope maintenance measures and improve emergency response capability in hillside areas.

4.5.3 Impact Analysis and Mitigation Measures

■ Methodology

Information regarding regional geology and seismically induced hazards was researched in various sources of the CGS and the USGS. Where potential geological hazards are identified, such hazards would be expected to affect any proposed development in the hazard area.

The following analysis considers the potential effects of the proposed Plan described in Chapter 3 of this EIR. Construction-related impacts are considered for proposed Plan build-out generally, as no specific development projects are identified at this time. Operational-related impacts of the proposed Plan are considered in the context of seismic and/or other geological hazards.

■ Thresholds of Significance

The following thresholds of significance are based, in part on the CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed Plan may have a significant adverse impact on geology/soils if it would do any of the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - > 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 active fault trace. Refer to Division of Mines and Geology Special Publication 42
 - > Strong seismic groundshaking or seismic-related ground failure, including liquefaction and lateral spreading
 - > Landslides
- Result in substantial soil erosion or the loss of topsoil
- 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
- 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
- Have soils incapable of adequately supporting the use of on-site wastewater treatment systems where sewers are not available for the disposal of wastewater
- Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element

Adherence to design and construction standards, as required by state and County regulations and codes described previously, would ensure maximum practicable protection for users of the buildings and associated infrastructure. All aspects of seismic-related hazards, other geotechnical hazards, and erosion and sedimentation issues are regulated by Los Angeles County and/or the State of California. All potential geotechnical impacts are required by these codes and regulations to be rendered less-than-significant as part of proposed Plan designs.

■ Effects Not Found to Be Significant

Threshold	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> ■ Landslides?
-----------	---

Landslides are a type of erosion in which masses of earth and rock move down slope as a single unit. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors, including steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, and seismic activity. According to the California Seismic Hazard Zones Map, Los Angeles

Quadrangle, the SPA is not located within an area identified by the California Geologic Survey as a landside zone (CDC 1999). Therefore, landslides are not considered a geologic constraint. **No impact** would occur and no further analysis of this issue is required in this EIR.

Threshold	Would the project have soils incapable of adequately supporting the use onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?
-----------	--

All development pursuant to the Specific Plan would be required to connect to the County public sewer system and there would be no on-site alternative wastewater treatment or disposal systems for any development pursuant to the Specific Plan. Therefore, **no impact** would occur and no further analysis of this issue is required in this EIR.

Threshold	Would the project conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?
-----------	---

The SPA is not located within a Hillside Management Area and would not be subject to the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element. As the SPA topography is relatively flat with no significant hillsides within the Plan area, **no impact** would occur and no further analysis of this issue is required in this EIR.

■ Project Impacts and Mitigation

Threshold	<p>Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: 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 active fault trace? Refer to Division of Mines and Geology Special Publication 42.
-----------	---

Impact 4.5-1 **Implementation of the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic groundshaking; seismic-related ground failure, including liquefaction; or landslides. This would be a *less-than-significant* impact.**

While there are numerous fault traces in East Los Angeles, the SPA is not located within an Alquist-Priolo (AP) Earthquake Fault Zone. The nearest AP Fault Zones run east/west from South Pasadena to Monrovia and north/south in a small segment in El Monte (CDOC 2000). Active faults within the County that have the potential to impact the SPA include Cabrillo, Cucamonga, Hollywood, Holser, Llano, Malibu Coast, Mission Hills, Newport-Inglewood, North Hollywood, Northridge Hills, Palos Verdes, Raymond, Redondo Canyon, San Andreas, San Antonio, San Fernando, San Gabriel, and Sierra

Madre, Santa Susana, Verdugo, Whittier faults (Los Angeles County 2012, 388–395). Additionally, earthquakes occurring on faults located outside of Los Angeles also have the potential to cause damage within the County. As such, the potential for damage caused by surface fault rupture is present but considered to be low.

As required by the County Grading Code, all future development requiring a grading permit must prepare a site-specific Soil Engineering Report and Engineering Geology Report which includes design and foundation recommendations to be incorporated into grading plans and specifications as a condition of project approval. Section 1613 (Earthquake Loads) of the 2010 CBC, adopted by County Building Code Title 24, requires the seismic-resistant design for future buildings to factor in a design earthquake that would create average peak ground accelerations of at least 1.0 g (the unit “g” refers to the acceleration due to the earth’s gravity, equivalent to “g-force”). Damage resulting from a design earthquake could include general damage to foundations, shifting of frame structures if not bolted in place, and breaking of underground pipes. In addition, active and potentially active regional faults are capable of producing seismic groundshaking throughout the SPA. Consequently, implementation of the proposed Plan would have *less-than-significant* impact associated with the exposure of people or structures to a rupture of a known earthquake fault, and no further analysis is required in this EIR.

Threshold	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking or seismic-related ground failure, including liquefaction and lateral spreading?
-----------	--

Impact 4.5-2 **Implementation of the Specific Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking or seismic-related ground failure, including liquefaction and lateral spreading. Although seismic groundshaking would occur during major earthquakes, with compliance with applicable state and City regulations, this impact would be *less than significant*.**

The SPA is located in a seismically active region. During the design life of existing and future development, strong seismic groundshaking will occur throughout the project site. According to the County General Plan Safety Element, there are over fifty active and potentially active fault segments, an undetermined number of buried faults, and at least four blind thrust faults capable of producing damaging earthquakes in the County (Los Angeles County 2012, 189).

The proposed Specific Plan is a navigational tool to guide development in the area and no specific development plans have been submitted. It is anticipated that existing and future development in the SPA would experience ground acceleration periodically as a result of small and moderate magnitude earthquakes occurring on active nearby and distant faults..

According to Seismic Hazard Zones Map for the Los Angeles Quadrangle, portions of the SPA are identified as having the potential for liquefaction or earthquake induced landslides. However, the SPA is not within or adjacent to an identified historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicating a potential for permanent ground displacement.

Historical liquefaction has not been reported in the Los Angeles Quadrangle, nor is there any known evidence of paleoseismic liquefaction. Therefore, no areas within the Los Angeles Quadrangle are zoned for potential liquefaction based on historic liquefaction. The nearest identified seismic hazard zone to the SPA is the City of Commerce to the south, and Monterey Park to the north (CDOC 1999). However, discrete areas of liquefaction and soils susceptible to lateral spreading could be identified during site-specific geotechnical reports. Therefore, mitigation as defined by PRC Section 2693(c), which states “mitigation” means those measures that are consistent with established practice and that will reduce seismic risk to acceptable levels would be required.

Adherence to the 2010 CBC and the County Grading Code would ensure the maximum practicable protection available for all future development throughout the SPA. Design of all future development under the Specific Plan would be required to include the application of CBC seismic standards as the minimum seismic resistance. The applicable code requirements include seismic-resistant earthwork and construction design criteria, based on site-specific recommendations of the project’s California-registered geotechnical and structural engineers; engineering analyses that demonstrate satisfactory performance of any unsupported cut or fill slopes, and of alluvium and/or fill where they form part or all of the support for structures, foundations and underground utilities; and analyses of soil expansion, collapse, and subsidence potential and appropriate remediation (compaction, removal-and-replacement, etc.) prior to using any soils for foundation support, as explained below.

Adherence to the seismic design and construction parameters of the CBC, as required by state law, would ensure protection of occupants and visitors within the project site. Compliance with the CBC includes the following procedures to ensure protection of structures and occupants from geo-seismic hazards:

- The 2010 design criteria for protection of structures and earthworks at the project site from groundshaking and ground failure would be review and updated, as necessary, by a California Certified Engineering Geologist, or California-licensed Civil Engineer (Geotechnical) to ensure compliance with the 2010 CBC standards of performance.
- During site preparation, a registered geotechnical professional must be on the site to supervise implementation of the recommended criteria.
- A California Certified Engineering Geologist, or California-licensed Civil Engineer (Geotechnical), for the Applicant must prepare an “as built” map/report to be filed with the City showing details of the site geology, the location and type of seismic-restraint facilities, and documenting the following requirements, as appropriate.
 - > Engineering analyses demonstrating satisfactory performance of compacted fill or natural unconsolidated sediments where either forms part or all of the support for any structures, especially where the possible occurrence of liquefiable, compressible, or expansive soils exists.
 - > Engineering analyses demonstrating accommodation of settlement or compaction estimates by the site-specific Geotechnical Report for access roads, foundations, and underground utilities in fill or alluvium.

All future development pursuant to the Specific Plan would be built in compliance with the seismic safety requirements of the 2010 CBC, the County Grading Code, and site-specific design recommendations contained in a Soil Engineering Report and Engineering Geology Report. These

recommendations would be incorporated into grading plans and specifications as a condition of project approval, the proposed Specific Plan's impact on exposure to seismically induced groundshaking and seismic-related ground failure would be *less than significant*, and no mitigation is required.

Threshold	Would the project result in substantial soil erosion or the loss of topsoil?
-----------	--

Impact 4.5-3 Construction and operation of future development under the Specific Plan would not result in substantial soil erosion, loss of topsoil, changes in topography or unstable soil conditions. This impact would be *less than significant*.

For the purposes of this analysis, erosional effects consider whether development of projects under the Specific Plan would accelerate natural erosional processes. Future development under the proposed Specific Plan would result in ground-disrupting activities such as excavation and trenching for foundations and utilities; soil compaction and site grading; and the erection of new structures, all of which would temporarily disturb soils. The exposure of previously covered soils during these activities could lead to increased on-site erosion and off-site sediment transport because disturbed soils are susceptible to higher rates of erosion from wind, rain, and runoff of dewatering discharge or dust control water than undisturbed soils. The State Water Resources Control Board (SWRCB) and the County Grading Code require erosion and sediment controls for construction projects with land disturbance. CBC addresses the issue of soil loss for construction periods. The requirements include preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), with both construction-period and permanent erosion and sediment controls; preparation and implementation of an erosion and sediment control plan, describing both construction-period and permanent erosion and sediment controls; and construction site inspection by the County. Future development under the Specific Plan would be required to comply with these existing regulations. Additionally, since the SPA is a highly urbanized area with only limited underdeveloped or underutilized lots, impacts would be limited to these sites and sites undergoing demolition and construction. Adherence to these requirements would prevent substantial on-site erosion and would reduce impacts to a less-than-significant level from the perspective of soil loss at the construction site.

Off-site erosion and sedimentation could occur if increased stormwater runoff were conveyed over unstable off-site soil surfaces or to a susceptible creek or channel where the higher erosive forces associated with increased flow rates could contribute to off-site erosion, including streambed and bank erosion. Earth-disturbing activities associated with construction would be temporary. Specific erosion impacts would depend largely on the areas affected and the length of time soils are subject to conditions that would be affected by erosion processes. Any project sites 1 acre in size or larger are subject to the provisions of the General Construction Activity Stormwater Permit adopted by the SWRCB. Applicants for specific development projects must submit a notice of intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including the preparation of a SWPPP, applicable NPDES regulations, and BMPs. The SWPPP must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of sediment and erosion control measures, maintenance responsibilities, and stormwater management controls. Inspection of construction sites before and after storms would be required to identify

stormwater discharge from the construction activity and to identify and implement controls where necessary. Such compliance would ensure that erosion and other soil instability impacts resulting from future construction within the project site would be *less than significant*, and no mitigation is required.

Threshold	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
-----------	--

Impact 4.5-4 Construction and operation of future development under the Specific Plan could be located on subsidence-prone and potentially liquefiable soils. However, with compliance with slope and soil stability standards required by the County General Plan, Building Code, and Grading Code, and implementation of code requirements, this impact would be *less than significant*.

The potential for landslides is addressed under Section 4.5.3 (Project Impacts and Mitigation Measures) under the “Effects Found to Have No Impact” subheading, and liquefaction/lateral spreading is addressed under Impact 4.5-1. As explained in Section 4.5.1 (Environmental Setting), subsidence could be caused by the weight of large earthmoving equipment used specifically during the construction phases of future development. In addition, shallow groundwater table may affect the stability of the soils during construction and operation of the proposed plan.

Subsidence

Subsidence could result in the settlement of in-place subgrade soils caused by loads generated by large earthmoving equipment during construction. Subsidence that could potentially occur would depend on the types of earthmoving equipment used. Due to the timeframe of the proposed Specific Plan with build-out estimated in 2035, the potential extent of settlement that could occur during this time is currently unknown. However, future development would be designed, constructed, and operated in conformance to 2010 CBC Section 1802.2.1 (Questionable Soils) and the County Grading Code. Therefore, potential risks to life and property from unstable soil conditions caused by subsidence would be *less than significant*, and no mitigation is required.

Shallow Groundwater

Depth of groundwater in the SPA is currently unknown for the entirety of the site due to varying hydrologic features that exist beneath the surface of the SPA. For example, one report published by the SWRCB’s GeoTracker Environmental Database dated November 12, 2009, gave a minimum depth of groundwater as 96 feet bgs for a specific site within the SPA and another report dated December 10, 2007, did not encounter groundwater within a total depth of 115 feet bgs for another site within the SPA. However, if shallow groundwater is encountered, dewatering activities in the SPA could be needed during construction of any subterranean levels, such as for parking. The removal of groundwater to create a dry construction pit could cause porous soils to collapse when the support provided by the water was withdrawn. Temporary shoring, dewatering wells, storage tanks, filters, and erosion control measures would be required to comply with the County Grading Code. Dewatering activities would be required to comply with the NPDES Permit for Groundwater Discharge from the Los Angeles Regional Water

Quality Control Board, which ensures pollution from construction or industrial sites to follow best management practices such as those mentioned above shall be implemented to reduce potential pollutants from entering stormwater systems. Impacts associated with dewatering as a result of construction and operation activities are addressed further in Impact 4.8-6 in Section 4.8 (Hydrology/Water Quality).

Because future structures would be designed, constructed, and operated in conformance with 2010 CBC Section 1802.2.1 (Questionable Soils) and the County Grading Code, potential risks to life and property from unstable soils caused by groundwater saturation or withdrawal would ensure that stormwater would be diverted properly and not contribute to potentially significant impacts. As such implementation of the proposed project would be *less than significant*, and no mitigation is required.

Threshold	Would the project 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?
-----------	---

Impact 4.5-5 **Future development in the Specific Plan area could be located on expansive soil. However, with compliance with soil stability standards required by the 2010 CBC and the County Grading Code, this impact would be *less than significant*.**

The SPA lies within a Quaternary Soil Classification for Sedimentary rocks that are indicative of Alluvium and Terrace deposits (CDOC 1999). Alluvium consists of loose, unconsolidated soil, which has been eroded, reshaped by water in some form, and redeposited in a nonmarine setting. Alluvial sands typically consist of mixtures of silt, sand, gravel, cobbles/boulders, and/or clay, and occasional organic fragments. The gravels are described as very dense with varying amounts of sand, silt, and/or cobbles/boulders. Coarse-grained soil is typically interlaid with fine fine-grained soils categorized as silts and clays. These silts are generally described as loose to very dense with varying amounts of sand and/or clay, and occasional organic fragments (CH:CDM 2004).

As such, it is unknown at this time if future development would be located on expansive soil, however it can be assumed from the description of the SPA’s soil classification that the potential for expansive soils that could create substantial risks to life or property are low. Additionally, if future development occurs on sites with underlying expansive soils, development would be subject to the above-mentioned treatments as required by the 2010 CBC and the County Grading Code. Site-specific Soil Engineering Report and Engineering Geology Report, as required by the County Grading Code, would identify expansive characteristics and recommend appropriate remediation measures to be incorporated into grading plans as a condition of approval. Because future structures would be designed, constructed and operated in conformance with the County Grading Code potential risks to life and property associated with expansive soil would be reduced to a *less-than-significant* level.

4.5.4 Cumulative Impacts

The geographic context for the analysis of impacts resulting from geologic hazards generally is site-specific, rather than cumulative in nature. Each project site has unique geologic considerations that would be subject to uniform site-development policies and construction standards imposed by Los Angeles County. Restrictions on development would be applied in the event that geologic or soil

conditions posed a risk to public safety. A regional context must be considered for the analysis of the cumulative effects of exposure of people or structures to seismic hazards other than surface rupture of a fault because the hazard generators (earthquakes) and the direct effects (groundshaking, ground failure) tend to be region wide in nature. Additionally, a watershed-wide context must be considered for the analysis of the cumulative effects of potential erosion and siltation because the direct effects (turbidity, reduction of water quality, channel-bed sedimentation) can affect all downstream reaches of a waterway system. Nonetheless, the potential for cumulative impacts to occur is limited as cumulative development surrounding the SPA is also required to follow the CBC and County Grading requirements, thereby limiting the potential for cumulative impacts.

Impacts associated with potential geologic hazards related to soil or other conditions occur at individual building sites. These effects are site-specific, and impacts would not be compounded by additional development. Buildings and facilities in the SPA would be sited and designed in accordance with the geotechnical and seismic guidelines and recommendations of the County Grading Code. Adherence to all relevant plans, codes, and regulations with respect to project design and construction would provide adequate levels of safety, and the cumulative impact would be less than significant. Adherence by the project and related projects to all relevant plans, codes, and regulations would ensure that the proposed Plan would not result in a cumulatively considerable contribution to cumulative impacts regarding geologic hazards, and therefore, the cumulative impact of the project would be *less than significant*.

Impacts from erosion and loss of topsoil from site development and operation can be cumulative in effect within a watershed. The Los Angeles River Watershed forms the geographic context of cumulative erosion impacts. Development throughout the County and the SPA is subject to state and local runoff and erosion control requirements, including applicable provisions of the general construction permit, BMPs, and Phases I and II of the NPDES permit process, as well as implementation of fugitive dust control measures in accordance with SCAQMD Rule 403 (refer to Section 4.2 [Air Quality] of this PEIR). These measures are to be implemented as conditions of approval for project development and related project development, which are subject to continuing enforcement. As a result, it is anticipated that cumulative impacts on the Los Angeles River Watershed District caused by runoff and erosion from cumulative development activity would be less than significant. The project's contribution to cumulative impacts would not be cumulatively considerable and, therefore, also would be *less than significant*.

Implementation of the proposed Plan would result in the modification of site conditions to accommodate future development and to provide a stable and safe development. During construction, areas of soil could be exposed to erosion by wind or water. Development of other cumulative projects in the vicinity of the proposed Plan could expose soil surfaces, and further alter soil conditions, subjecting soils to erosional processes during construction. To minimize the potential for cumulative impacts that could cause erosion, the proposed Plan and cumulative projects in the adjacent area are required to be developed in conformance with the provisions of applicable federal, state, and County laws and ordinances. The County Grading Code implements the requirements of CBC for construction periods. Adequate protection in the form of BMPs and erosion and sediment control plans must be incorporated into individual projects to address current legal requirements for control of erosion caused by stormwater discharges. Project sites of more than 1 acre in size would be required to comply with the provisions of the NPDES permitting process and local implementation strategies, which would minimize the potential

for erosion during construction and operation of the facilities. Compliance with this permit process, in addition to the legal requirements related to erosion control practices, would minimize cumulative effects from erosion. Therefore, cumulative impacts on erosion would be less than significant. The project would not result in a cumulatively considerable contribution to this impact and, therefore, would be *less than significant*.

4.5.5 References

- California Building Standards Commission (CBSC). 2011. *2010 California Building Code. California Code of Regulations*. Title 24, effective January 1, 2011. <http://www.bsc.ca.gov/codes.aspx> (accessed July 16, 2013).
- California Department of Conservation (CDOC) Division of Mines and Geology. 1999. State of California Seismic Hazard Zones Map, Los Angeles Quadrangle, March 25. http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_la.pdf (accessed July 16, 2013).
- . 2000. *Index of Earthquake Fault Zones Affecting Los Angeles County*. http://cluster3.lib.berkeley.edu/EART/UCONLY/CDMG/south/socal_index.pdf (accessed July 16, 2013).
- California Geological Survey (CGS). n.d. *CGS's Information Warehouse, Regulatory Maps, Los Angeles County*. <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm> (accessed July 16, 2013).
- CH:CDM. 2004. *City of Los Angeles, Integrated Resources Plan Draft Environmental Impact Report*. <http://lacitysan.org/irp/drafteir.htm> (accessed March 6, 2014).
- Los Angeles County. 1990. *Los Angeles County General Plan*. Safety Element, December.
- . n.d. *Los Angeles County Code of Ordinances*. http://www.municode.com/library/CA/Los_Angeles_County (accessed July 16, 2013).
- Los Angeles County. Department of Public Works 1990. *Sever Index Mapping System*. <http://dpw.lacounty.gov/SMD/SMDMapBookPDF/MapLinxAll.cfm> (accessed March 6, 2014).

4.6 GREENHOUSE GAS EMISSIONS

This section of the EIR analyzes the potential environmental effects on greenhouse gas emissions from implementation of the proposed plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix F to this Draft EIR, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan (KOA Corporation 2013); and East Los Angeles Community Plan (Los Angeles 1988). All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.6.1 Environmental Setting

The Specific Plan area (SPA) is located in the geographic center of the East Los Angeles Community, which is located approximately 5 miles east of downtown Los Angeles. East Los Angeles is located between the City of Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east, and Commerce to the south (see Figure 3-1 [Regional Location Map] and Figure 3-2 [Specific Plan Area Map]). The SPA is comprised of the properties within 0.5 mile of the four Metro Gold Line rail stations in East Los Angeles. It is roughly bounded by Cesar Chavez Avenue to the north, Indiana Avenue to the west, Whittier Boulevard to the south, and Margaret Avenue to the east. The SPA is bisected by the Pomona Freeway (State Route 60 [SR-60]) and Long Beach Freeway (Interstate 710 [I-710]) and is within 0.5 mile north of the Santa Ana Freeway (I-5).

The SPA is within the South Coast Air Basin, named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and pollutants in the valleys or basins below. This 6,745-square-mile area includes all of Orange County and portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

■ Climate Change Background

Parts of the Earth's atmosphere act as an insulating blanket of just the right thickness, trapping sufficient solar energy to keep the global average temperature in a suitable range. The "blanket" is a collection of atmospheric gases called "greenhouse gases" based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the Earth's temperature to rise. A warmer Earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

The relationships of water vapor and O₃ as GHGs are poorly understood. It is unclear how much water vapor acts as a GHG. The uncertainty is due to the fact that water vapor can also produce cloud cover, which reflects sunlight away from Earth and can counteract its effect as a GHG. Also, water vapor tends to increase as the Earth warms, so it is not well understood whether the increase in water vapor is contributing to or rather a result of climate change. O₃ tends to break down in the presence of solar radiation but is not understood well enough for evaluation. For these reasons, methodologies approved by the Intergovernmental Panel on Climate Change (IPCC), United States Environmental Protection Agency (USEPA), and the California Air Resources Board (ARB) focus on CO₂, N₂O, CH₄, and CFCs. The following provides a brief description of each of these GHGs.

Carbon Dioxide

The natural production and absorption of CO₂ occurs through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO₂ emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO₂ emissions.

CO₂ is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO₂ occur within the carbon cycle where billions of tons of atmospheric CO₂ are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance, total CO₂ emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas and deforestation, increased CO₂ concentrations in the atmosphere by 35 percent as of 2005.

Methane

CH₄ is emitted from a variety of both human-related and natural sources. CH₄ is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH₄ emissions are related to human activities. Natural sources of CH₄ include wetlands, gas hydrates,⁴ permafrost, termites, cows, oceans, freshwater bodies, nonwetland soils, and wildfires. CH₄ emission levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors, such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH₄ emissions from both human and natural sources. Also, the implementation of technologies to capture and utilize CH₄ from sources such as landfills, coal mines, and manure management systems affects the emission levels from these sources.

⁴ Gas hydrates are crystalline solids that consist of a gas molecule, usually methane, surrounded by a “cage” of water molecules (USGS 1992).

Nitrous Oxide

Concentrations of N₂O also began to rise at the beginning of the Industrial Revolution reaching 314 parts per billion (ppb) by 1998. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce N₂O. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of N₂O.

Chlorofluorocarbons

CFCs have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric O₃, a global effort to halt their production was undertaken, and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF₄ (carbontetrafluoride) and SF₆ (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF₄, SF₆, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

■ Potential Effects of Global Climate Change

Climate change could have a number of adverse effects. Although these effects would have global consequences, in most cases they would not disproportionately affect any one site or activity. In other words, many of the effects of climate change are not site-specific. Emission of greenhouse gases would contribute to the changes in the global climate, which would in turn, have a number of physical and environmental effects. A number of general effects are discussed below.

Sea Level Rise and Flooding

The California Climate Change Center predicts that sea level in California would rise between 10.9 to 71.6 centimeters (cm) (0.36 to 2.3 feet) above existing mean sea level (MSL) by 2099 as a result of climate change (CCCC 2006b). Measurements taken in the City of Alameda indicate that the current rate of sea level rise is about 0.29 foot per century. Therefore, projected climate change effects on sea level would increase the existing rate of sea level rise by 0.07 to 1.94 feet per century (CCCC 2006a). When combined with astronomical tides, even a 1-foot increase in MSL would result in the 100-year event high tide peak occurring at the 10-year event frequency (CCCC 2006a). In other words, the frequency of a current 100-year high tide (about 9.5 feet above current MSL) would occur ten times more often if sea levels increase by 1 foot above current MSL. Even with sea level rise continuing at existing rates, the SPA would not be impacted by sea level rise because of its far inland location (CCCC 2009; Pacific Institute 2009).

In the future, precipitation events are predicted to vary in terms of timing, intensity, and volume according to many climate change models. Extreme storm events may occur with greater frequency.

Changes in rainfall and runoff could affect flows in surface water bodies, causing increased flooding and runoff to the storm drain system.

Water Supply

California Health and Safety Code Section 38501(a) recognizes that climate change “poses a serious threat to the economic well-being, public health, natural resources, and the environment of California,” and notes, “the potential adverse impacts of [climate change] include ... reduction in the quality and supply of water to the state from the Sierra snowpack.” As most of the state, including the County of Los Angeles, depends on surface water supplies originating in the Sierra Nevada, this water supply reduction is a concern.

Most of the scientific models addressing climate change show that the primary effect on California’s climate would be a reduced snowpack and a shift in stream-flow seasonality. A higher percentage of the winter precipitation in the mountains would likely fall as rain rather than as snow in some locations, reducing the overall snowpack. Further, as temperatures rise, snowmelt is expected to occur earlier in the year. As a result, peak runoff would likely come a month or so earlier. The end result of this would be that the state may not have sufficient surface storage to capture the early runoff, and so, absent construction of additional water storage projects, a portion of the current supplies would flow to the oceans and be unavailable for use in the State’s water delivery systems.

Water Quality

Climate change could have adverse effects on water quality, which would in turn affect the beneficial uses (habitat, water supply, etc.) of surface water bodies and groundwater. The changes in precipitation discussed above could result in increased sedimentation, higher concentration of pollutants, higher dissolved oxygen levels, increased temperatures, and an increase in the amount of runoff constituents reaching surface water bodies. Sea level rise, discussed above, could result in the encroachment of saline water into freshwater bodies.

Ecosystems and Biodiversity

Climate change is expected to have effects on diverse types of ecosystems, from alpine to deep sea habitat. As temperatures and precipitation change, seasonal shifts in vegetation will occur, and could affect the distribution of associated flora and fauna species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The IPCC states (IPCC 2007) that 20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels. Shifts in existing biomes⁵ could also make ecosystems vulnerable to invasive species encroachment. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general terms, climate change is expected to put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

⁵ A biome is a major ecological community classified by the predominant vegetation and hence animal inhabitants.

Human Health Impacts

Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects—malaria, dengue fever, yellow fever, and encephalitis (USEPA 2008). While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency, and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations expected as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable.

■ Potential Effects of Human Activity on Climate Change

The burning of fossil fuels, such as coal and oil, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO₂ emissions (and thus substantial increases in atmospheric concentrations). In 1994, atmospheric CO₂ concentrations were found to have increased by nearly 30 percent above pre-industrial (c. 1860) concentrations.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO₂. Thus, GHG emissions are typically measured in terms of pounds or tons of CO₂ equivalents (CO₂e), and are often expressed in metric tons (MT) or millions of metric tons (MMT) of carbon dioxide equivalents (CO₂e).

- **Global Emissions**—Worldwide emissions of GHGs in 2005 were nearly 30 billion tons of CO₂e per year (including both ongoing emissions from industrial and agricultural sources, but excluding emissions from land-use changes) (USEPA 2013).
- **U.S. Emissions**—In 2004, the United States emitted approximately 7 billion tons of CO₂e. Of the four major sectors nationwide—residential, commercial, industrial, and transportation—transportation accounts for the highest percentage of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion. In 2011, the United States emitted approximately 6.7 billion tons of CO₂e, with electricity generation accounting for the highest percentage of GHG emissions (USEPA 2013).
- **California Emissions**—In 2004, California emitted approximately 483 MMT CO₂e, or about 6 percent of the U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states. In 2008, California's GHG emissions were approximately 478 MMT CO₂e, generally attributed to the reduced travel and therefore transportation emissions (USEPA 2010).

The California Energy Commission found that transportation is the source of approximately 41 percent of the state's GHG emissions, followed by electricity generation (both in-state and

out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent, as is the source categorized as “other,” which includes residential and commercial activities (CEC 2007).

Various aspects of constructing, operating, and eventually discontinuing the use of commercial and residential development will result in GHG emissions. Operational GHG emissions result from energy use associated with heating, lighting, and powering buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational-phase emissions from other locations.

4.6.2 Regulatory Framework

Global climate change is addressed through the efforts of various federal, state, regional, and local government agencies as well as national and international scientific and governmental conventions and programs. These agencies work jointly and individually to understand and regulate the effects of greenhouse gas emissions and resulting climate change through legislation, regulations, planning, policy-making, education, and a variety of programs. The significant agencies, conventions, and programs focused on global climate change are discussed below.

■ Federal

U.S. Environmental Protection Agency

The USEPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, CH₄ and other non-CO₂ gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

Federal Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), which required USEPA to develop “mandatory reporting of greenhouse gasses above appropriate thresholds in all sectors of the economy ...” The Reporting Rule would apply to most entities that emit 25,000 MT CO₂e or more per year. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for USEPA to verify annual GHG emissions reports.

USEPA Endangerment and Cause and Contribute Findings

On December 7, 2009, USEPA signed the Endangerment and Cause or Contribute Findings for GHGs under Clean Air Act (CAA) Section 202(a). Under the Endangerment Finding, USEPA finds that the current and projected concentrations of the six key well-mixed GHGs—CO₂, CH₄, N₂O, perfluorinated carbons (PFCs), SF₆, and HFCs—in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare. These findings did not by themselves impose any requirements on specific industries or other entities. However, this action was a prerequisite to finalizing USEPA’s CAA Title V permitting regulations known as the “Tailoring Rule” under the for new, large point source emitters and corporate average fuel economy (CAFE) standards for light-duty vehicles for future years.

Clean Air Act Permitting (Tailoring Rule) for GHG Emissions

On January 2, 2011 USEPA required states to implement new pollution control measures designed to reduce GHG emissions from new large emission sources such as power plants and refineries. The new GHG standards fall under CAA Title V; while the USEPA oversees compliance with the CAA, individual states are in control of issuing CAA Title V air permits. All states have adapted their air permit programs to comply with the GHG standards of the CAA except for Arizona and Texas. For these two states, the USEPA will take over the issuing of air permits until such a time that the state can resume compliance. The final rule, called the “Tailoring Rule,” established a phased schedule that focuses the GHG permitting programs on the largest sources with the most CAA permitting experience in the first step. Then, in step two, the rule expands to cover large sources of GHGs that may not have been previously covered by the CAA for other pollutants. The rule also describes USEPA’s commitment to future rulemaking that will describe subsequent steps for GHG permitting. The “Tailoring Rule” requires all new sources or modifications of existing sources subject to the New Source Review Prevention of Significant Deterioration (PSD) for another regulated air pollutant under the CAA to also provide Best Available Control Technology (BACT) if the source has a potential to emit (PTE) at least 75,000 MT CO₂e /year. In addition new sources that are not regulated under the CAA for other air pollutants, but have a PTE of at least 100,000 MT CO₂e/year must provide BACT for GHG emissions.

Updated Corporate Average Fuel Economy (CAFE) Standards

The current federal CAFE standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and the state of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in summer 2012 for model years 2017 to 2025, which will require a fleet average in 2025 of 54.5 mpg.

■ State

California Air Resources Board

California ARB, a part of the California EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California. California ARB has determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO₂e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

Part of California's strategy for achieving GHG reductions under AB 32 are the early action greenhouse gas reduction measures, which include the following: a low carbon fuel standard; reduction of emissions from nonprofessional servicing of motor vehicle air conditioning systems; and improved landfill CH₄ capture (California ARB 2007).

Assembly Bill (AB) 1493—Pavley Rules

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires the California ARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as "Pavley II," now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017 to 2025. Together, the two standards are expected to increase average fuel economy to roughly 43 mpg by 2020 (and more for years beyond 2020)

and reduce GHG emissions from the transportation sector in California by approximately 14 percent. In June 2009, USEPA granted California's waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. USEPA and the California ARB have worked together on a joint rulemaking to establish GHG emissions standards for model years 2017 to 2025 passenger vehicles. As noted above, the federal government completed rulemaking in summer 2012 resulting in adoption of new standards that would lead to fleet average of 54.5 mpg in 2025.

Senate Bill (SB) 1078, SB 107, and SB 2—Renewable Portfolio Standard

SB 1078 and SB 107, California's Renewable Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission (CPUC) and California Energy Commission (CEC) are jointly responsible for implementing the program. SB 2 (2011) set forth a longer-range target of procuring 33 percent of retail sales by 2020.

Executive Order S-01-07—Low Carbon Fuel Standard (LCFS)

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and (2) that an LCFS for transportation fuels be established in California. The executive order initiated a research and regulatory process at California ARB. California ARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. In late 2011, a federal judge issued a preliminary injunction blocking enforcement of the LCFS, ruling that the LCFS violates the interstate commerce clause (Georgetown Climate Center 2012). The injunction was lifted in April 2012 so that California ARB can continue enforcing the LCFS pending California ARB's appeal of the federal district court ruling.

Senate Bill (SB) 375

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Association of Governments (SCAG) will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (California ARB 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule with the SCAG RTP/SCS adopted on April 4, 2012.

Senate Bill (SB) 97

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

Executive Order S-13-08

Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. The first result is the 2009 California Adaptation Strategy (CAS) report which summarizes the best known science on climate change impacts in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010. The 2013 standards go into effect as of July 1, 2014.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling. As with CCR Title 24, Part 6, the 2013 standards go into effect as of July 1, 2014.

Greenhouse Gas Cap-and-Trade Program

On October 20, 2011, California ARB adopted the final cap-and-trade program for California. The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85 percent of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015). The first auction will be in late 2012 with the first compliance year in 2013. The Cap and Trade Regulation took effect on January 1, 2012 and enforceable compliance began January 1, 2013.

■ Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover Los Angeles County, which includes the City of South Los Angeles and its sphere of influence, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods

- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM₁₀, PM_{2.5}, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

SCAG adopted on April 4, 2012, the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. The most recent comprehensive plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal CAA planning requirements and focuses on new federal O₃ and PM_{2.5} standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles traveled (VMT) emissions offsets following the recent changes in USEPA requirements.

■ Local

Los Angeles County General Plan

The Los Angeles County General Plan contains the following policies relevant to greenhouse gas emission-related issues associated with the proposed Specific Plan:

General Goals and Policies

- | | |
|------------------|--|
| Policy 24 | Focus intensive urban uses in an interdependent system of activity centers located to efficiently provide services throughout the urban area and supported by adequate public transportation facilities. |
| Policy 25 | Foster community identity and improve environmental quality by the compatible interrelation of a system of centers, major transportation facilities and open space areas. |

- Policy 64** Promote jobs within commuting range of urban residential areas in order to reduce commuting time, save energy, reduce air pollution, and improve public convenience.

Land Use Element

- Policy 1** Concentrate well designed high density housing in and adjacent to centers to provide convenient access to jobs and services without sacrificing livability or environmental quality.
- Policy 24** Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.
- Policy 25** Promote land use arrangements that will maximize energy conservation.

Conservation and Open Space Element

- Policy 2** Support the conservation of energy and encourage the development and utilization of new energy sources including geothermal, thermal waste, solar, wind and ocean-related sources.
- Policy 3** Promote the use of solar energy to the maximum extent possible.
- Policy 4** Protect groundwater recharge and watershed areas, conserve storm and reclaimed water, and promote water conservations programs.

Housing Element

- Policy 3.2** Incorporate advances in energy-saving technologies into housing design, construction, operation, and maintenance.

County Green Building Program

In 2008, Los Angeles County adopted the Green Building Program, which included the Drought-Tolerant Landscaping, Green Building, and Low Impact Development Ordinances (the Ordinances), and created an Implementation Task Force and Technical Manual. November 2013, in response to the mandates set forth in CALGreen (2010 California Green Building Standards Code), the Board of Supervisors adopted the Los Angeles County Green Building Standards Code (Title 31). The Department of Regional Planning is working on an ordinance to repeal Green Building and Drought Tolerant Landscaping requirements from Title 22 (Planning and Zoning Code). Additionally, the ordinance will update the Green Building Program's tree requirements in order to increase shade to sidewalks and parking lots for human comfort, and to shade buildings to conserve energy used for air conditioning. These ordinances are applicable to all new development.

4.6.3 Impact Analysis and Mitigation Measures

■ Methodology

. GHG emissions associated with the development and operation of proposed Plan were estimated using the CalEEMod software, trip generation data from the project traffic analysis (KOA Corporation 2014, Appendix G), emissions factors from the California Climate Action Registry, and other sources. The

methodology and assumptions used in this analysis are detailed below for construction and operation activities. Modeling was performed using the CalEEMod software. Refer to Appendix D of this Draft EIR for model output and detailed calculations.

Because the impact each GHG has on climate change varies, a common metric of CO₂e is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO₂. Thus, GHG emissions in this analysis are measured in terms of metric tons of CO₂ equivalents (MT CO₂e).

Construction

Construction activities can alter the carbon cycle in many different ways. Construction equipment typically utilizes fossil fuels, which generates GHGs such as CO₂, CH₄, and N₂O. CH₄ may also be emitted during the fueling of heavy equipment. The raw materials used to construct new buildings can sequester carbon; however, demolition of structures can result in the gradual release of the carbon stored in waste building materials into the atmosphere as those materials decompose in landfills. Since the exact nature of the origin or make-up of the construction materials is unknown, construction-related emissions are typically based on the operation of vehicles and equipment during construction.

Construction is a temporary source of emissions necessary to facilitate development in the SPA. Although these emissions are temporary, they must be accounted for, as the impact from the emissions of GHGs is cumulative. Based on current SCAQMD methodology, all of the GHGs emitted during construction are amortized over an estimated 30-year project lifetime. The amortized emissions are then combined with the operational emissions to provide a cumulative estimate of annual GHG emissions for the proposed project.

The predominant land uses within the proposed Plan would be residential and retail/commercial with approximately 5,419 residential uses and 4,920,244 square feet (sf) of new nonresidential land use. While the amount of development is known, the development will be spread out over 20 years and the phasing of the construction will be determined by market need. Therefore, the construction details would be difficult, if not impossible to quantify due to the variables associated with daily construction activity (e.g., construction schedule, number and types of equipment, etc.). Because the level of detail needed to model construction-related impacts is not available, a qualitative analysis is used to project the potential significance of project implementation with regards to construction emissions.

Operation

The following operational activities are typically associated with the operation of both residential and nonresidential land uses that will contribute to the generation of GHG emissions:

Vehicular trips. Vehicle trips generated by growth within the SPA would result in GHG emissions through combustion of fossil fuels. CO₂ emissions were determined based on the average trip rates provided in the traffic analysis for the proposed Plan (KOA Corporation 2014). Average trip rates for the un-reduced Plan emissions (prior to incorporation of reduction measures), all Trip lengths and hence VMT use the default parameters in the CalEEMod model established for Los Angeles County area. CH₄

and N₂O emissions were estimated using the VMT from the traffic analysis and USEPA emission factors for on-road vehicles.

On-site use of natural gas and other fuels. Natural gas would be used by the SPA development for heating of residential, commercial, and industrial space, as well as some industrial operations, resulting in a direct release of GHGs. The use of landscaping equipment would also result in on-site GHG emissions. Estimated emissions from the combustion of natural gas and other fuels from the implementation of the proposed Plan is based on the number of dwelling units and square footage of nonresidential building use and is estimated by the CalEEMod model. GHG emissions associated with building envelope energy use vary based on the size of structures, the type and extent of energy-efficiency measures incorporated into structural designs, and the type and size of equipment installed. Complete building envelope details could not be incorporated into the project inventory, as such information was not available at the time of the analysis. Therefore, it was assumed that the building envelopes would comply with the current minimal standards for all business-as-usual (BAU) analysis and for new development in the SPA. This results in the most conservative estimate of emissions because it does not take into account project design features that would reduce emissions, however it does include all state and regulatory requirements that would result in emissions reductions that are currently in effect at the time of the analysis. CalEEMod default generation rates were used for residential and nonresidential land uses.

Electricity use. Electricity is generated by a combination of methods, which include combustion of fossil fuels. By using electricity, new development in the SPA would contribute to the indirect emissions associated with electricity production. CalEEMod default generation rates were used for residential and nonresidential land uses.

Water use and wastewater generation. California's water conveyance system is energy-intensive, with electricity used to pump and treat water. Development in the proposed Plan would contribute to indirect emissions by consuming water and generating wastewater. CalEEMod default generation rates were used for residential and nonresidential land uses.

Solid waste. Disposal of organic waste in landfills can lead to the generation of CH₄, a potent greenhouse gas. By generating solid wastes, proposed development would contribute to the emission of fugitive CH₄ from landfills, as well as CO₂, CH₄ and N₂O from the operation of trash collection vehicles. CalEEMod default generation rates were used for residential and nonresidential land uses.

■ Thresholds of Significance

The Los Angeles CEQA Thresholds Guide does not provide quantitative or qualitative significance thresholds by which to analyze impacts from the emission of GHGs. However, the CEQA Guidelines provide sample questions to be used in the evaluation of climate change impacts.

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on greenhouse gas emissions if it would do either of the following:

- Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

The CEQA Guideline Amendments, adopted in December 2010, state that each local lead agency must develop its own significance criteria based on local conditions, data, and guidance from public agencies and other sources. However, neither the SCAQMD, CEQA Guidelines, nor the County of Los Angeles has provided adopted numeric thresholds of significance for greenhouse gas emissions. In the case where no adopted numeric guidelines are available, the Office of Planning and Research (OPR), the agency that develops the CEQA Guidelines, encourages the lead agency to use programmatic mitigation plans and programs to tier individual project analysis. While the County of Los Angeles is in the process of adopting a Climate Action Plan, the Plan has not yet been adopted and therefore does not meet the requirements set forth in the CEQA Guidelines to enable tiering.

Under CEQA, it is up to the Lead Agency to determine which thresholds of significance and methodology to use in evaluating a project. Typically, the Lead Agency adopts the thresholds of the air district which has jurisdiction over a project. While the SCAQMD does not have adopted quantitative thresholds for this type of development, The SCAQMD has proposed screening levels such that projects that fall below 3,000 MT CO₂e annually are considered to comply with the GHG emission reduction strategy as mandated by AB 32. For projects that exceed the screening levels, the SCAQMD proposes performance standards for planning level documents of 6.6 MT CO₂e /service population (SP) annually for 2020 and 4.1 MT CO₂e/SP annually for 2035. The service population is the total of all residents and employees within the project area. The screening threshold represents the level of GHG emissions under which a project would be considered to have a less-than-significant impact on the environment without the need for further mitigation. Alternately, the performance standards demonstrate that a project supports the efforts for the region to meet the GHG reduction requirements of AB 32.

Additionally, compliance with AB 32 is used in evaluating the significance of the proposed Plan's incremental contribution to global warming impacts. AB 32, the California Global Warming Solutions Act of 2006, requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020.

■ Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to greenhouse gas emissions.

■ Project Impacts and Mitigation

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

Impact 4.6-1 **Implementation of the Specific Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.**

Implementation of the proposed Plan would generate greenhouse gases through the construction and operation of new residential, commercial, and industrial uses. Greenhouse gas emissions from development under the proposed Plan would specifically arise from direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation.

Following the SCAQMD recommendations, construction emissions would be amortized over an anticipated 30-year structure lifetime and added to the operational emissions to provide a complete average annual emissions estimate. The predominant land uses that would be constructed under the proposed Plan would be residential and retail/commercial, with development of approximately 5,419 new residential uses and 4,920,244 sf of new nonresidential land use. While the amount of development is known, the development will be spread out over 20 years and the phasing of individual construction projects would be determined by market need. Therefore, the construction details would be difficult, if not impossible to quantify due to the variables associated with daily construction activity (e.g., construction schedule, number and types of equipment, etc.). GHG emissions would be anticipated to be lower during years where the area is experiencing an economic slowdown and higher during years where the economic situation is at peak. It should be noted that development pursuant to the proposed Plan would occur on vacant or underutilized parcels and would represent infill development that would not involve large-scale rough grading that would generate significant amounts of diesel equipment emissions. It is anticipated that the daily average emissions (between existing and 2035) could exceed the SCAQMD's recommended thresholds for construction emissions, although individual years (and months and days) would vary substantially over the planning horizon.

The proposed Plan would generate operational-related GHG emissions from vehicle usage, energy consumption, water use and waste generation associated with operation of residential and commercial development. Mobile and stationary source emissions were estimated using the CalEEMod model assuming project build-out would be completed by 2035. Detailed assumptions and inputs used with the CalEEMod model are included in Appendix D of this Draft EIR. Table 4.6-1 (Estimated Unmitigated Annual GHG Emissions, MT CO₂e) shows the unmitigated emissions associated with the implementation of the proposed Plan. The 2020 emissions assume a worst case in that the entire proposed Plan is built out by 2020, this would increase mobile source emissions as opposed to a 2035 buildout because under current regulations there will continue to be a reduction in passenger vehicle emissions between 2020 and 2035. Full methodology, assumptions and modeling output for the analysis

are included in Section 4.6.3 and Appendix D. As indicated in Table 4.6-1, without incorporation of annual construction emissions, the operation of the proposed Plan is not anticipated to exceed the 4.1 MT CO₂e/SP annual threshold for 2035 or the 6.6 MT CO₂e/SP annual threshold for 2020. As SCAQMD methodology requires annual construction emissions to be taken into account and, as discussed, calculation of annual construction emissions cannot be accurately accounted for, unmitigated emissions would be a potentially significant impact.

<i>Emission Source</i>	<i>2020 Growth</i>	<i>2035 Growth</i>
Area	1,206	1,206
Energy	24,119	24,119
Mobile	142,972	130,336
Waste	910	910
Water	3,614	3,614
Operational Total	172,821	160,185
Service Population	39,385	39,385
Total per SP	4.39	4.07
Threshold (MT CO₂e/SP)	6.6	4.1
Operationally Significant?	No	No
Amortized Construction	NA	NA
Total Plan Significant?	Yes	Yes

SOURCE: Atkins (2013) (using CalEEMod)
NA = not available

Mitigation measures MM4.2-1 through MM4.2-5 and MM4.2-8 through MM4.2-9 (in Section 4.2 [Air Quality]) would reduce GHG emissions within the SPA. Mitigation measures MM4.2-1 and MM4.2-2 reduce VMT and, therefore, would reduce GHG emissions associated with the combustion of fuels. Mitigation measures MM4.2-3 and MM4.2-4 include the use of more efficient construction equipment, which would reduce the combustion of fuels associated with construction. Mitigation measures MM4.2-5 and MM4.2-8 would reduce the burning of wood or fossil fuels, which emit GHGs in greater quantities than natural gas. Mitigation measures MM4.2-9 would reduce energy consumption through making the development more energy efficient. All of these mitigation measures reduce the amount of GHG's that would be generated and emitted through the construction and day to day operation of the project. In addition, mitigation measure MM4.6-1 would address the individual development's potential to impact climate change, by ensuring that individual projects meet the required reduction thresholds. Table 4.6-2 (Estimated Mitigated Annual GHG Emissions, MT CO₂e) shows the reduction of emissions with the implementation of mitigation measures MM4.2-1 through MM4.2-9. As shown in Table 4.6-2, the operational GHG emissions for both 2020 and 2035 are below the performance standard thresholds. However, due to the unknown level of contribution from construction activities, this would be a *significant and unavoidable* impact.

MM4.6-1

Prior to issuance of building permits, GHG emissions shall be evaluated for the proposed project and a report issued to County Regional Planning for approval. The analysis shall ensure that the per service population emissions for the individual project, with the incorporation of amortized construction emissions, meets the SCAQMD thresholds for 2035.

Emission Source	2020	2035
Area	148	148
Energy	22,900	22,900
Mobile	134,771	122,860
Waste	910	910
Water	3,614	3,614
Operational Total	162,297	150,430
Service Population	39,385	39,385
Total per SP	4.12	3.82
Threshold (MT CO₂e/SP)	6.6	4.1
Operationally Significant?	No	No
Amortized Construction	NA	NA
Total Plan Significant?	Yes	Yes

SOURCE: Atkins (2013) (using CalEEMod)
NA = not available

Threshold Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact 4.6-2 **Implementation of the Specific Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.**

The SCAQMD developed performance standards to demonstrate a project’s compliance with the AB 32 reduction goals. As indicated in Impact 4.6-1, the operational GHG emissions of the proposed Plan would meet the performance standard thresholds prior to the incorporation of mitigation and would further be reduced with the incorporation of mitigation measures MM4.2-1 through MM4.2-5, MM4.2-8, MM4.2-9, and MM4.6-1. Therefore, from an operational standpoint the proposed Plan would result in less-than-significant impacts with respect to the established AB 32 reduction goal. The Specific Plan includes sustainable strategies to promote reduced auto dependency by improving pedestrian and bicycle infrastructure and concentrating future development adjacent to transit facilities. However, because the GHG emissions must include emissions generated during construction, the total impact on climate

change from the proposed Plan cannot be quantified. This is considered a potentially significant impact, as compliance with the AB 32 scoping plan cannot be insured.

The proposed Plan extends beyond the year 2020, the next AB 32 reduction goal year. AB 32 details policies and programs for California to reach the 2020 target of a return to 1990 emissions levels. The State has not developed a plan to reduce emissions beyond the 2020 target, so the consistency with such a plan cannot be evaluated at this time.

Los Angeles County is currently developing a Climate Action Plan (CAP) which will further detail reduction measures to reach the AB 32 target. The identified mitigation measures have been based on anticipated reduction strategies for the County's CAP where feasible. Because the County's CAP has not been finalized, consistency with this plan cannot be evaluated at this time.

In 2008, Los Angeles County adopted the Green Building Program, which included the Drought-Tolerant Landscaping, Green Building, and Low Impact Development (LID) Ordinances (the Ordinances). These ordinances are applicable to all new development under the proposed Plan. One of the proposed Plan policies is to promote green components, including a mature tree canopy that enhances the pedestrian experience with a comfortable walking environment, safe street crossings, integrated bike lanes and jogging paths, traffic calming measures, drought-tolerant plantings, integrated lighting and way finding, and sustainable storm water treatment and permeable paving. The increase in shade canopy will reduce the energy consumption in buildings that are shaded by trees, thereby reducing the emissions from GHG's through the buildings use of HVAC. Additionally, the implementation of drought-tolerant plantings will reduce the consumption of potable water, thereby reducing GHGs generated in the treatment and transport of water as less water will be required in the City.

As detailed in Section 4.8 (Hydrology/Water Quality), the following Specific Plan includes strategies that are intended to implement the County's LID requirements. Strategy C.1 (Storm Water Guidelines) generally establishes the types of methods that could be used in the SPA. Strategy C.2 (Best Management Practices) identifies specific BMPs. In The preliminary storm water and water quality studies prepared for the Specific Plan identified possible LID methods that could be implemented for stormwater quality management. For major streets, these could include permeable paving, integrated landscape, stormwater planters, tree box filters, median bioswales, enhanced tree canopy, and recycled water irrigation. Small scale retail/commercial development could include pervious pavement, curbless or notched curbs, stormwater planters/bioretenion, cisterns for water reuse, and drywells. At schools, civic facilities, and athletic fields, dual-use basins and fields, underground storage and reuse, drywells, and synthetic turf could be used. For parks and open space, LID methods could include bioswales or local bioretention.

In accordance with SB 375, the California ARB and SCAG have collaboratively established a reduction target for passenger car emissions. This target consists of two goals: a reduction of 8 percent per capita reduction for the year 2020, and a conditional target of 13 percent for the year 2035. SCAG is currently in the process of updating the Regional Transportation Plan (RTP) and including the Sustainable Communities Strategy (SCS) as part of the update. Because the RTP and SCS are not yet complete, consistency with the forthcoming plan is analyzed based on the County's consistency with the reduction goals for the SCAG region. Table 4.6-3 (Per Capita Passenger Vehicle Emissions) summarizes the per capita emissions from automobiles and light-duty trucks for the existing conditions, the forecasted

emissions for 2020 based on build-out (2020 BAU), and the reduced emissions for 2020 with the incorporation of the proposed General Plan policies and mitigation measures implemented for new development described above. The 2020 target for per capita emissions from passenger vehicles is 8 percent below existing emissions; this was calculated to be 3.07 MT CO₂e/person annually for the SCAG region (California ARB 2010). The 2035 target for per capita emissions from passenger vehicles is 13 percent below existing emissions; this was calculated to be 2.91 MT CO₂e/person annually for the SCAG region (California ARB 2010). Even with the incorporation of the mitigation measures described above, the growth-related SPA’s per capita emissions from passenger vehicles would be 3.36 MT CO₂e/person in 2020 and 3.06 MT CO₂e/person in 2035, exceeding the SCAG targets. However, the SCAG targets are designed for planning areas and not individual projects or parts of planning areas. When the emissions from the existing passenger vehicles within the plan area and existing population are taken into account, the mitigated per capita emissions are 2.96 MT CO₂e/person and 2.70 MT CO₂e/person respectively for 2020 and 2035 and are below the SB 375 target. Therefore, the proposed Plan would have a less-than-significant impact on the implementation of SB 375.

Table 4.6-3 Per Capita Passenger Vehicle Emissions				
Source Category	Metric tons of CO₂e			
	2020 Unmitigated	2020 Mitigated	2035 Unmitigated	2035 Mitigated
Specific Plan Growth				
Autos and Light Duty ^a	78,887	74,362	71,915	67,789
Population ^b	22,164	22,164	22,164	22,164
Per Capita Emissions	3.56	3.36	3.24	3.06
SCAG SB 375 Target	3.07	3.07	2.91	2.91
Significant?	Yes	Yes	Yes	Yes
Full Specific Plan Area				
Autos and Light Duty (Existing) ^a	86,232	86,232	78,611	78,611
Autos and Light Duty (Growth) ^a	78,887	74,362	71,915	67,789
Autos and Light Duty (Total) ^a	165,119	160,593	150,525	146,400
Population ^c	54,271	54,271	54,271	54,271
Per Capita Emissions	3.04	2.96	2.77	2.70
SCAG SB 375 Target	3.07	3.07	2.91	2.91
Significant?	No	No	No	No

SOURCE: Atkins (2013) (using CalEEMod)

a. Passenger vehicles account for 55.18 percent of total vehicle emissions.

b. Population here is the total number of people that reside within the new/redeveloped land uses.

c. Population here is the total number of people anticipated within the SPA at buildout, including existing residents.

The overall potential of the project to conflict with adopted plans, policies and regulations designed to reduce GHG emissions is considered a potentially significant impact. Implementation of mitigation measures MM4.2-1 through MM4.2-5, MM4.2-8, and MM4.2-9 would reduce this impact from GHG emissions. As shown in Table 4.6-3, passenger vehicle emissions meet the established threshold, as well

as the operational portion of the proposed Plan Emissions. However, because total proposed plan emissions must include emissions generated during construction, the total impact on climate change from the proposed Plan cannot be determined. Therefore, this impact would be *significant and unavoidable*.

4.6.4 Cumulative Impacts

The analysis of Greenhouse Gas emissions is by its nature a cumulative study and, therefore, is addressed under Section 4.6.3.

4.6.5 References

- California Air Resources Board (California ARB). 2007. Proposed Early Actions to Mitigate Climate Change in California, December 20. http://www.arb.ca.gov/cc/factsheets/support_ccoverview.pdf.
- . 2010. *Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data*, August 9. <http://arb.ca.gov/cc/sb375/mpo.co2.reduction.calc.pdf>.
- California Climate Change Center (CCCC). 2006a. *Climate Warming and Water Supply Management in California: White Paper*. A Report from Climate Change Center. CEC-500-2005-195-SF. Prepared by J. Medelin, J. Harou, M. Olivares, J. Lund, R. Howitt, S. Tanaka, M. Jenkins, K. Madani, and T. Zhu. Chapter 2 (Potential Impacts of Climate Change on California's Water Resources). Table 2-6 (Relative Sea Level Trends for Eight Tide Gauges Along the Coast of California with 50 Years or More of Record), March.
- . 2006b. *Projecting Future Sea Level*. A Report from the California Climate Change Center. CEC-500-2005-202-SF. Prepared by D. Cayan, P. Bromirski, K. Hayhoe, M. Tyree, M. Dettinger, and R. Flick. Table 3 (Projected global sea level rise (SLR) (cm) for the SRES A1fi, A2, and B1 greenhouse gas emission scenarios. SLR for A2 and B1 scenarios is estimated by combining output recent global climate change model simulations with MAGICC projections for the ice melt component. SLR estimates for A1fi estimated from MAGICC based on A2 temperature changes scaled according to those in A1fi), March, p. 19.
- . 2009b. *The Impacts of Sea Level Rise on the California Coast*. CEC-500-2009-024-F. Prepared by Matthew Heberger, Heather Cooley, Pablo Herrera, Peter H. Gleick, and Eli Moore of the Pacific Institute, August.
- California Energy Commission (CEC). 2007. *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004—Final Staff Report*. Publication # CEC-600-2006-013-SF, Sacramento, CA, December 22, 2006, updated January 23, 2007.
- Intergovernmental Panel on Climate Change (IPCC). 2007. *Climate Change 2007: Impacts, Adaptation, and Vulnerability*. Contribution of Working Group II to the Third Assessment Report of the Intergovernmental Panel on Climate Change. Parry, Martin L., Canziani, Osvaldo F., Palutikof, Jean P., van der Linden, Paul J., and Hanson, Clair E. (eds.). Cambridge, United Kingdom: Cambridge University Press.
- KOA Corporation. 2014. *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*. Draft, April 18.

Pacific Institute. 2009. Impacts of Sea Level Rise on the California Coast. Interactive map.

http://www.pacinst.org/reports/sea_level_rise/gmap.html (accessed November 4, 2013).

United Nations Framework Convention on Climate Change (UNFCCC). Sum of Annex I and Non-Annex I Countries Without Counting Land-Use, Land-Use Change and Forestry (LULUCF). Predefined Queries: GHG total without LULUCF (Annex I Parties). Bonn, Germany.

http://unfccc.int/ghg_emissions_data/predefined_queries/items/3814.php (accessed May 2, 2007).

United States Environmental Protection Agency (USEPA). 2006. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2004.

———. 2008. Climate Change—Health and Environmental Effects.

<http://www.epa.gov/climatechange/effects/health.html#climate> (accessed December 13, 2009).

———. 2010. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2008. EPA# 430-R-10-006, April.

———. 2013. Climate Change Indicators in the United States.

<http://www.epa.gov/climatechange/science/indicators/ghg/global-ghg-emissions.html> (accessed November 4, 2013).

United States Geological Service (USGS). 1992. Gas (Methane) Hydrates—A New Frontier, September.

http://physics.oregonstate.edu/~hetheriw/projects/energy/topics/doc/fuels/fossil/methane_hydrate/methane_hydrate_japan_geo_survey/usgs_hydrate.html.

4.7 HAZARDS/HAZARDOUS MATERIALS

This section of the Draft EIR analyzes the potential impacts on hazards/hazardous materials from implementation of the proposed Plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix F to this Draft EIR, as well as the EDR Radius Map Report with GeoCheck® (EDR report) prepared by Environmental Data Resources, Inc. (EDR, Inc.) in September 27, 2013 (Appendix E [EDR Radius Map Report with GeoCheck®]), Los Angeles County General Plan (General Plan), Los Angeles County Code, and other relevant documents related to hazards and hazardous materials. All references and sources cited in this section are provided at the end in Section 4.8.5 (References).

4.7.1 Environmental Setting

■ Definitions

California Health and Safety Code (CHSC) Chapter 6.5 sets forth definitions and regulations related to hazardous materials management and disposal. This EIR uses the definition given in this chapter, which defines a hazardous material as:

Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. “Hazardous Materials” include but are not limited to, hazardous substances, hazardous waste, and any material which the handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A “hazardous waste” for the purpose of this analysis, is any hazardous material that is abandoned, discarded, or recycled, as defined by CHSC Section 25124. The criteria that characterize a material as hazardous include ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity. Hazardous materials include, but are not necessarily limited to, solvents, mercury, lead, asbestos, fuels, oils, paints, cleansers, and pesticides that are used in activities such as construction activities or building or grounds maintenance.

Hazard versus Risk

Workers and general public health are potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Inherent in the setting and analyses presented in this section are the concepts of the “hazard” of these materials and the “risk” they pose to human health. Exposure to some chemical substances may harm internal organs or systems in the human body, ranging from temporary effects to permanent disability, or death. Hazardous materials that result in adverse effects are generally considered “toxic.” Other chemical materials, however, may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because internal organs or systems are not affected. For purposes of the information and analyses presented in this section, the terms hazardous substances or hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health. For example, a high probability of exposure to a low toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very high toxicity chemical might. Various regulatory agencies, such as the U.S. Environmental Protection Agency (USEPA), State Water Resources Control Board (SWRCB), the California Department of Toxic Substances Control DTSC, and state and federal Occupational Safety and Health Administrations (OSHA) are responsible for developing and/or enforcing risk-based standards to protect the public and the environment.

■ Land Uses

The 2.5 square mile SPA is currently developed with low-medium density and medium-density residential, with public uses and parks scattered throughout. Thirteen public schools are in the SPA, including seven elementary, two middle, and three high schools, as well as one K–12 special education center and six private and out-of-TOD-area schools.

Adjacent surrounding uses are as follows:

- **East**—City of Monterey Park, East Los Angeles Community College, Atlantic Square Shopping Center, I-60 freeway, Atlantic Park, Montebello Municipal Golf Course, residential, commercial, and industrial properties
- **North**—I-710, I-10, residential, commercial and industrial properties and the City Terrace/City Terrace Park area
- **West**—Robert Louis Stevenson Middle School, Old Fellows Cemetery, I-60, I-5, Evergreen Memorial Park & Crematory, residential, commercial, and industrial properties
- **South**—Laguna Park, East Los Angeles Doctors Hospital, Mt. Zion Cemetery, Beth Israel Cemetery, I-5, Wood Avenue Park, residential, commercial, and industrial properties

■ Records Search

A government agency database records search was conducted by EDR, Inc. on September 27, 2013. The records search identifies properties located up to 1.0 mile of the SPA boundaries of the project site, which may have contributed to a release of hazardous substances (e.g., spills, leaks, incidents, etc.) to the soil and/or groundwater. Detailed information, including the precise location and identity of these hazardous material sites, is identified in the EDR report (Appendix E of this Draft EIR). The records search is designed to meet the search requirements of the USEPA's Standards and Practices for All Appropriate Inquiries (40 Code of Federal Regulations [CFR] Part 312) and the American Society for Testing of Materials (ASTM) Standard Practice for Environmental Site Assessments (E 1527-05).

Properties in the SPA are listed in the EnviroStor, Leaking Underground Storage Tanks (LUST), and Spills, Leaks, Investigations, and Cleanup Program (SLIC) databases searched by EDR Inc. In addition, there are a variety of identified sites within the specified radius of the project site that are listed on the databases, as illustrated in Table 4.7-1 (Summary of Permitted Facilities Using Hazardous Materials).

Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

Table 4.7-1 Summary of Permitted Facilities Using Hazardous Materials		
<i>Agency Database</i>	<i>Search Distance (miles)</i>	<i>No. of Sites Identified</i>
RCRC-LQG—Resource Conservation and Recovery Act Information System Large Quantity Generators: Sites that generate, transport, store, treat, and/or dispose of hazardous wastes as defined by the Resource Conservation and Recovery Act. Facilities permitted to generate more than 1,000 kilograms (kg) of hazardous waste or over 1kg of acutely hazardous waste per month.	0.25	21
RCRA-QG—Resource Conservation and Recovery Act Information System Small Quantity Generators: Sites that generate, transport, store, treat, and/or dispose of hazardous wastes as defined by the Resource Conservation and Recovery Act. Facilities permitted to generate more than 100 kg per month but less than 1,000 kg per month of non-acutely hazardous materials.	0.25	52
RCRA-TSDF—Resource Conservation and Recovery Act Information System Small Quantity Generators: Sites that generate, transport, store, treat, and/or dispose of hazardous wastes as defined by the Resource Conservation and Recovery Act. Transporters are individuals or entities that move hazardous waste from the generator of offsite to a facility that can recycle, treat, store, or dispose of the waste. Treatment, Storage, and Disposal Facilities (TSDFs) treat, store or dispose of hazardous waste including land-based disposal sites.	1.0	2
SWEEPS UST—Statewide Environmental Evaluation and Planning System: This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.	0.25	57
UST—Underground Storage Tanks: Facilities permitted to maintain underground storage tanks (USTs)	Subject/adjoining property	25
CA FID UST—Facility Inventory Database: Facilities on a historical listing of active and inactive USTs.	0.25 mile	20
HIST UST—Hazardous Substances Storage Contained Database: Facilities on a historic list of UST sites.	0.25 mile	55
AST—Above Ground Storage Tanks: Facilities registered with aboveground storage tanks	0.25	3
Dry Cleaners—Dry Cleaner Related facilities: A list of drycleaner-related facilities that have EPA ID numbers, which are facilities with certain SIC codes, such as: power laundries; family and commercial laundries; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; dry-cleaning plants except rugs; carpet and upholstery cleaning; industrial launderers; laundry and garment services.	0.25	2
TRIS—Toxic Chemical Release System: Facilities that release toxic chemicals to the air, water, and land in reportable quantities under the Emergency Planning and Community Right-to-Know Act (Superfund Amendments and Reauthorization Act (SARA) Title III, Section 313).	Subject/adjoining property	1
EMI—Emissions Inventory Data: Toxics and criteria pollutant emissions data collected by the California Air Resources Board (CARB) and local air pollution agencies.	Subject/adjoining property	38
HAZNET—Hazardous Waste Information System: Facilities that have filed hazardous waste manifests with the Department of Toxic Substances Control (DTSC).	Subject/adjoining property	184

<i>Agency Database</i>	<i>Search Distance (miles)</i>	<i>No. of Sites Identified</i>
FINDS—Facility Index System: FINDS contains both facility information and “pointers” to other sources of information that contain more detail. These include Resource Conservation and Recovery Information System (RCRIS); Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (which includes both the FIFRA [Federal Insecticides Fungicide Rodenticide Act] and the [Toxic Substances Control Act] TSCA Enforcement System); FTTS (which includes the FIFRA/TSCA Tracking Systems); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLIS); DOCKET (enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PCB Activity Database System (PADS); RCRA-J (Resource Conservation and Recovery Act for medical transporters/disposers); Toxic Chemical Release Inventory System (TRIS); and TSCA.	Subject/adjoining property	69
PADS—The PCB Activity Database: Identifies generators, transporters, commercial storers and/or brokers, and disposers of PCBs who are required to notify the United States Environmental Protection Agency of such activities.	Subject/adjoining property	0
MLTS—The Material Licensing Tracking System: Sites that pose or use radioactive materials and are subject to NRC licensing requirements.	Subject/adjoining property	0
HWT—Hazardous Water Transporters	0.25	1
HWP—Detailed information on permitted hazardous waste facilities and corrective action (“cleanups”) tracked in EnviroStor.	1.0	7

SOURCE: Environmental Data Resources, Inc., *The EDR DataMap Environmental Atlas* (September 27, 2013).

Permitted Facilities Using Hazardous Materials

Permitted uses of hazardous materials include those facilities that use hazardous materials or handle hazardous wastes in accordance with current hazardous materials and hazardous waste regulations. Because the use and handling of hazardous materials from these sites is considered low assuming accordance to current regulations, there can be instances of unintentional chemical releases. In such cases of chemical releases, the site would be tracked in the environmental databases as an environmental case (described separately below). Permitted sites without documented releases are, nevertheless, potential sources of hazardous materials in the soil and/or groundwater because of accidental spills, incidental leakage, or spillage that may have gone undetected. Cases of documented releases are also a potential source of release of hazardous materials and are discussed in the section below and identified Table 4.7-2 (Summary of Environmental Cases and Spill Sites).

<i>Agency Database</i>	<i>Search Distance (miles)</i>	<i>Number of Sites Identified</i>
Environmental Cases		
SLIC—Spills, Leaks, Investigations, and Cleanup Program: Sites with small to medium non-fuel contamination. Most are regulated under site cleanup requirements.	0.5	2
CERCLIS—Comprehensive Environmental Response, Compensation, and Liability Information System: Sites that are either proposed to or on the National Priorities List (NPL) and sites that are in the screening and assessment phase for possible inclusion on the NPL.	0.5	2

Table 4.7-2 Summary of Environmental Cases and Spill Sites

<i>Agency Database</i>	<i>Search Distance (miles)</i>	<i>Number of Sites Identified</i>
RAATS—RCRA Administrative Action Tracking System: Enforcement actions taken under RCRA pertaining to major violations	Subject/adjoining property	1
VCP—Voluntary Cleanup Program: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to cover DTSC's costs	0.5	0
DEED—Deed Restriction Listing: Sites that have been issued a deed restriction because of presence of hazardous materials	0.5	1
Notify 65—Proposition 65 Records: Facilities that have reported a release that could threaten a drinking water source	1.0	3
SWF/LF—Solid Wastes Facilities and/or Landfill Sites: Contain an inventory of solid waste disposal facilities or landfills in a particular state. Active, inactive, or closed solid waste disposal sites	0.5	6
CA WDS—Water Discharge System, California Water Resources Control Board: Sites that have been issued waste discharge requirements	Subject/adjoining property	8
SCH—Proposed and existing schools sites that are being evaluated by DTSC for possible hazardous materials contamination	0.25	6
FTTS: Tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA, and EPCRA (emergency Planning and Community Right-to-Know Act) over the previous 5 years	Subject/adjoining property	1
LUST—Leaking Underground Storage Tanks: An inventory of reported leaking underground storage tank incidents	0.5	82
CORTESE: Identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration	0.5	0
HIST CORTESE: Identifies historical public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration	0.5	54
WMUDS/SWAT—Waste Management Unit Database System: Used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board (SWAT)	0.5	1
EnviroStor: DTSC recently replaced the "CalSites" database with a new database of hazardous substance release sites, known as the "EnviroStor" database. The DTSC's site Mitigation and Brownfield Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further.	1.0	25
RESPONSE: Sites where DTSC is involved in the remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk	1.0	1
US Brownfield: The EPA's listing of Brownfields properties addressed by Cooperative Agreement Recipients and Brownfields properties addressed by Targeted Brownfield Assessments	0.5	0
FUDS: Locations of Formerly Used Defense Sites Properties (FUDS) where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.	1.0	0
DOT OPS: Department of Transportation, Office Pipeline Safety Incident and Accident data	Subject/adjoining property	1

Table 4.7-2 Summary of Environmental Cases and Spill Sites		
<i>Agency Database</i>	<i>Search Distance (miles)</i>	<i>Number of Sites Identified</i>
Environmental Cases—No Further Action or Referred to Another Agency		
CERCLIS-NFRAP—Comprehensive Environmental Response, Compensation, and Liability Information System—No Further Remedial Action Planned: Sites that have been removed or archived from the inventory of CERCLIS sites.	0.5	3
Spill Sites		
ERNS—Emergency Response Notification System: Records and stores information on reported releases of oils and hazardous substances	Subject/adjoining property	6
HMIRS—Hazardous Materials Incident Report System: Contains hazardous material spill incidents reported to the Department of Transportation	Subject/adjoining property	13
CHMIRS—California Hazardous Materials Incident Report System: Information on reported hazardous material incidents, i.e. accidental releases or spills	Subject/adjoining property	13
SOURCE: Environmental Data Resources, Inc., <i>The EDR DataMap Environmental Atlas</i> (September 27, 2013).		

Environmental Cases and Spill Sites

Environmental cases are open for those sites that are suspected of releasing hazardous materials or have had cause for hazardous materials investigations due to documented spills or releases and are identified on regulatory agency lists. Identification of hazardous materials in soil or groundwater at these sites is generally detected during site disturbance activities, such as removal or repair of an underground storage tank (UST), a spill of hazardous materials, or excavation for construction purposes. The status of each case can change with time, and new cases are periodically added to the databases. Table 4.7-2 lists the type and number of “Environmental Cases,” “Environmental Cases—No further Action or Referred to Another Agency,” and “Spill Sites” within the SPA as well as a 0.5-mile buffer of the SPA boundaries. Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

■ Use, Transport, and Abatement of Hazardous Materials

Hazardous Materials Use

Hazardous materials in the SPA are routinely used, stored, and transported in the existing commercial services, light industrial, auto sales and services, retail, and office uses. Current facilities within the SPA include hazardous materials users and waste generators. Federal, state, and local agency databases maintain comprehensive information on the locations of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require accidental release scenario modeling and risk management plans to protect surrounding land uses.

Asbestos

Asbestos, a naturally occurring fibrous material, was used in many building materials for fireproofing and insulating properties before many of its most common construction-related uses were banned by the

USEPA between the early 1970s and 1991 under the authority of the Clean Air Act (CAA) and the Toxic Substances Control Act (TSCA). Loose insulation, ceiling panels, and brittle plaster are potential sources of friable (easily crumbled) asbestos. Since inhalation of airborne asbestos fibers is the primary mode of asbestos entry into the body, friable asbestos presents the greatest health threat. Nonfriable asbestos is generally bound to other materials such that it does not become airborne under normal conditions. Any activity that involves cutting, grinding, or drilling during demolition (especially demolition of older (pre-1980 structures), or relocation of underground utilities, could result in the release of friable asbestos fibers unless proper precautions are taken. Asbestos-related health problems include lung cancer and asbestosis. Therefore, demolition of the existing structures could result in the release of friable asbestos within the SPA and is expected only to be released through such activities.

Lead

Lead is a naturally occurring metallic element. Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with lead-based paint. In 1978, the federal government required the reduction of lead in house paint to less than 0.06 percent (600 parts per million). Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Inspection, testing, and removal (abatement) of lead-containing building materials must be performed by state-certified contractors who are required to comply with applicable health and safety and hazardous materials regulations. Buildings that have been constructed prior to 1978 and that contain lead-based paints could require abatement prior to construction activities for the proposed Plan.

Transportation of Hazardous Materials

The transport of hazardous materials through the East Los Angeles Community is regulated by the California Department of Transportation (Caltrans) and California Highway Patrol (CHP). The SPA is bisected by SR-60 and I-710 and is 0.5 mile north of the Santa Ana Freeway (I-5). The I-5 and I-710 are also located on the southern and western border of the Specific Plan boundaries. In addition, the SPA is comprised of properties within 0.5 mile of the four Metro Gold Line rail stations in East Los Angeles. There is a heightened risk of a hazardous material leak or spill in the SPA due to the volume of traffic and the nature of the materials that are routinely transported through the SR-60, I-5, and I-710.

■ Existing Hazardous Materials Sites

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) was developed to protect the water, air, and land resources from the risks created by chemical disposal practices. This act is also referred to as the Superfund Act, and the sites listed under it are referred to as Superfund sites. Under CERCLA, the USEPA maintains a list, known as CERCLIS, of all contaminated sites in the nation that have in the past or are currently undergoing clean-up activities. CERCLIS contains information on current hazardous waste sites, potential hazardous waste sites, and remedial activities.

CERCLIS includes sites that are on the National Priorities List (NPL) or are being considered for the NPL. One site has been identified in the surrounding area, within 0.5 mile of the SPA boundary and is currently listed in the CERCLIS database or the NPL (EDR 2011). The site is shown in Table 4.7-3 (CERCLIS’s Reported in the Specific Plan Area).

Table 4.7-3 CERCLIS’s Reported in the Surrounding Area

<i>Site Name</i>	<i>Address</i>	<i>Status</i>
Los Angeles Drum Company	1153 South Eastern Ave	Removal Site Only (No Site Assessment Work Needed)

SOURCE: Environmental Data Resources, Inc., *The EDR DataMap Environmental Atlas* (September 27, 2013).

Toxic Release Inventory

The Toxics Release Inventory (TRI) is an USEPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain industry groups as well as Federal facilities. TRI sites are known to release toxic chemicals into the air. The USEPA closely monitors the emissions from these facilities to ensure that their annual limits are not exceeded. TRI reports provide accurate information about potentially hazardous chemicals and their uses to the public in an attempt to give communities more power to hold companies accountable for their actions and to make informed decisions about how such chemicals should be managed. According to the USEPA records, there are no facilities within the SPA or immediately adjoining properties that are listed on the TRI for year 2011 (the most recently available data) (EDR 2011).

Hazardous Waste Generators

Many types of businesses can be producers of hazardous waste. Small businesses such as light industrial, auto sales and services are usually generators of small quantities of hazardous waste. Generally, small-quantity generators are facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month (approximately equivalent to between 220 and 2,200 pounds, or between 27 and 275 gallons).

Larger businesses such as chemical manufacturers, large electroplating facilities, and petroleum refineries, can generate large quantities of hazardous waste. The USEPA defines a large-quantity generator as a facility that produces over 1,000 kg (2,200 pounds or about 275 gallons) of hazardous waste per month. As discussed later in Section 4.7.2 (Regulatory Framework), large quantity generators are fully regulated under the Resources Conservation and Recovery Act (RCRA). According to the most recent USEPA and County data available (2007), there are twenty-one large quantity generators and fifty-one small quantity generators scattered in the SPA (EDR 2011).

Leaking Underground Storage Tanks

Leaking underground storage tanks (LUSTs) are one of the greatest environmental concerns of the past several decades. According to data from the SWRCB, eighty-two underground storage tank leaks have been reported in the SPA. Of these reports, sixty-nine sites have either been cleaned up or deemed to be of no environmental consequence. Thirteen cases are still open and in remediation or undergoing site assessment.

Household Hazardous Waste

The USEPA defines household hazardous waste as “leftover products such as paints, cleaners, oils, batteries, and pesticides that contain potentially hazardous ingredients that could be corrosive, toxic, ignitable, or reactive.” According to the USEPA, Americans generate approximately 1.6 million tons of household hazardous waste per year, while the average home can accumulate as much as 100 pounds of household hazardous waste in the basement and garage or in storage closets. Methods of improper disposal of household hazardous wastes commonly include pouring them down the drain, on the ground, into storm sewers, or in some cases putting them out with the trash. Though the dangers of such disposal methods might not be immediately obvious, improper disposal of these wastes can pollute the environment and pose a threat to human health.

■ Fire Hazards

The SPA is susceptible to urban fire hazards. Urban fires can result from a number of causes, including arson, carelessness, home or industrial accidents, or from ignorance of proper safety procedures. Both urban land uses with inappropriate building materials and the vegetation that surround the Specific Plan are potential fire hazards. The Uniform Building Code regulates developments and requires certain built in fire protection devices when maximum allowable uses or heights are exceeded, or the building use presents a life or property protection problem. In addition, Los Angeles County Fire Department (LACoFD) has guidelines to lessen the impacts of a fire hazards such as brush clearance and inspection programs.

Additionally, the County of Los Angeles Fire Department sets the following requirements for fire sprinkler systems, and fire hydrants to help lessen the impacts of urban fire hazards:

- Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.
- Commercial Fire Flow: The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.
- Commercial Hydrant Requirements: Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.

- e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.
- Industrial Fire Flow: The development may require fire flows up to 5,000 gallons per minute at 20 per pounds square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.
- Industrial Hydrant Requirements: Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

■ Emergency Response

Any potential hazard in the SPA resulting from a manmade or natural disaster may result in the need for evacuation. Homeland Security has brought disaster awareness to the forefront of the minds of the community, safety officials, and County staff. The release of a hazardous material to the environment can result in adverse impacts to the environment, property, and/or human health. The significance of those impacts is dependent on the type, location, and quantity of the material released. Although hazardous material incidents can happen almost anywhere, uses such as industrial centers, where hazardous materials are used or stored, may be susceptible to a higher risk. The Office of Emergency Management (OEM) is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-to-day Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short- and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County (Los Angeles County 2012, 195).

4.7.2 Regulatory Framework

■ Federal

Several federal agencies regulate hazardous materials. These include the USEPA, Department of Labor (federal OSHA), and the U.S. Department of Transportation (USDOT). Applicable federal regulations are contained primarily in Code of Federal Regulations (CFR) Titles 10, 29, 40, and 49. In particular, CFR Title 49 governs the manufacture of packaging and transport containers, packing and repacking,

labeling, and the marking of hazardous material transport. Some of the major federal laws and issue areas include the following statutes (and regulations promulgated there under):

- Resources Conservation and Recovery Act (RCRA)—hazardous waste management
- Hazardous and Solid Waste Amendments Act (HSWA)—hazardous waste management
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)—cleanup of contamination
- Superfund Amendments and Reauthorization Act (SARA)—cleanup of contamination
- Emergency Planning and Community Right-to-Know (SARA Title III)—business inventories and emergency response planning
- Clean Air Act (CAA)—Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP) rules
- Toxic Substances Control Act (TSCA)—Asbestos ban and phase-out rules
- Federal Regulation 49 CFR Title 14 Part 77—Establishes standards and notification requirements for objects affecting navigable airspace.

The USEPA is the primary federal agency responsible for implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies. The US Consumer Product Safety Commission (CPSC) has also developed bans on the use of asbestos in certain consumer products such as textured paint and wall patching compounds.

■ **State**

Primary state agencies with jurisdiction over hazardous chemical materials management include DTSC and the Regional Water Quality Control Board (RWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations (state OSHA implementation), state Office of Emergency Services (OES—California Accidental Release Prevention implementation), California Department of Fish and Wildlife (CDFW), California Air Resources Board (CARB), Caltrans, state Office of Environmental Health Hazard Assessment (OEHHA—Proposition 65 implementation), and the California Integrated Waste Management Board (CIWMB). The enforcement agencies for hazardous materials transportation regulations are CHP and Caltrans. Hazardous materials waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Hazardous chemical and biohazardous materials management laws in California include the following statutes (and regulations promulgated thereunder):

- Hazardous Materials Management Act—business plan reporting
- Hazardous Waste Control Act—hazardous waste management
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65)—release of and exposure to carcinogenic chemicals

- Hazardous Substances Act—cleanup of contamination
- Hazardous Waste Management Planning and Facility Siting (Tanner Act)—preparation of hazardous waste management plans and the siting of hazardous waste facilities
- Hazardous Materials Storage and Emergency Response—including response to hazardous materials incidents

State regulations and agencies pertaining to hazardous materials management and worker safety are described below.

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of state regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law. Along with the DTSC, the RWQCB, which operates under the jurisdiction of Cal/EPA, is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in California Code of Regulations (CCR) Title 27. Additional state regulations applicable to hazardous materials are contained in CCR Title 22. CCR Title 26 is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control (DTSC)

The DTSC regulates hazardous waste in California under the authority granted to it by the federal RCRA of 1976 and the CHSC. Other laws that regulate hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors relevant pending legislation to ensure that it reflects the goals of the DTSC. Once legislation is adopted, the DTSC's major program areas develop implementing regulations and consistent program policies and procedures. The implementing regulations spell out what hazardous waste handlers must do to comply with the law. Under the provisions of RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements.

California's Hazardous Waste Control Law (HWCL) was adopted in 1972 and provides the general framework for the regulation of hazardous wastes within the state. The DTSC is the state's lead agency charged with the responsibility for implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous wastes," and requires permit for, and inspection of, facilities involved in the generation and/or treatment, storage, and disposal of hazardous wastes.

Tanner Act

Although there are numerous state policies that deal with hazardous waste materials, the most comprehensive is the Tanner Act (AB 2948) adopted in 1986. The Tanner Act governs the preparation

of hazardous waste management plans and the siting of hazardous waste facilities within the state of California. The act also mandates the adoption of a Hazardous Waste Management Plan by every county in the state, which must include provisions to define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to the state available for certain local decision.

Hazardous Materials Management Plans

In January 1996, Cal/EPA adopted regulations implementing a “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program” (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous material release response plans and inventories, risk management and prevention program, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency—the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. The CUPA that has jurisdiction in the East Los Angeles Community is the Los Angeles County CUPA.

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. California’s Hazardous Materials Release Response Plans and Inventory Law, sometimes called the “Business Plan Act,” aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997, and include the provisions of the federal Accidental Release Prevention program (Title 40, CFR Part 68) with certain additions specific to the state pursuant to CHSC Division 20, Chapter 6.95.

The list of regulated substances is found in CalARP program regulations Article 8, Section 2770.5. The businesses that store or handle a regulated substance in quantities exceeding the regulatory threshold are required to implement an accidental release prevention program. In addition, some businesses may be required to complete a Risk Management Plan (RMP).

An RMP is a detailed engineering analysis of the potential accident factors present at a business site and the mitigation measures that can be implemented to reduce this accident potential. The purpose of a RMP is to decrease the risk of an off-site release of a regulated substance, which might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident

investigation. The RMP must consider the proximity of the site to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider the potential impact of external events such as seismic activity.

Worker and Workplace Hazardous Materials Safety

Federal and state Occupational Safety Standards are intended to enhance worker safety by reducing both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. Cal/OSHA rules require provision of Material Safety Data Sheets, which must be available in the workplace, and the training of employee in the proper handling of materials.

Hazardous Materials Transportation

Federal Railroad Administration (FRA), CHP, and Caltrans enforce hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The Office of Emergency Services (OES) also provides emergency response services involving hazardous materials incidents.

Investigation and Cleanup of Contaminated Sites

The oversight of hazardous materials release sites often involves several different agencies with often overlapping authority and jurisdiction. The DTSC and RWQCB are the two primary state agencies responsible for the regulation, investigation, and cleanup of hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations, which are administered at the local level.

Investigation and remediation activities that have the potential for disturbing or releasing hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has either been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous wastes/substances exists at a site and delineates the general extent of contamination; estimates the potential threat to public health and/or the environment from the release and provides an indicator of relative risk; determines if an expedited response action is required to reduce an existing or potential threat; and completes preliminary project scoping activities to determine data gaps and identifies possible remedial action strategies to form the basis for development of a site strategy.

Siting of Schools

The California Education Code (Sections 17210, et seq.) outlines the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risks (if any) associated with a site. Recent

legislation and changes to the Education Code identify DTSC’s role in the assessment, investigation, and cleanup of proposed school sites. All proposed school sites that will receive state funding for acquisition and/or construction must go through a comprehensive investigation and cleanup process under DTSC oversight. DTSC is required to be involved in the environmental review process to ensure that selected properties are free of contamination, or if the property is contaminated, that it is cleaned up to a level that is protective of students and faculty who will occupy the new school. All proposed school sites must be suitable for residential land use, which is DTSC’s most protective standard for children.

■ **Regional**

Los Angeles County Certified Unified Program Agency

There are six state programs that regulate business and industry’s use, storage, handling, and disposal of hazardous materials and hazardous wastes that were consolidated under Senate Bill 1082 in 1994 to be part of a single environmental control program managed by a CUPA at the city or county level. Los Angeles County has been certified by the state to be the CUPA for the East Los Angeles Community and SPA. The Los Angeles Fire Department has entered into an agreement with Los Angeles County to perform the Hazardous Waste components of the Certified Unified Program Agencies (CUPA). CUPA coordinates six programs related to Hazardous Waste including: Hazardous Materials Disclosure and Business Plans, a Underground Storage Tank Program, an Aboveground Storage Tank Spill Prevention Control and Countermeasure (SPCC Plan), a Hazardous Waste Generator Program, the California Accidental Release Prevention Program, and the Unified Program.

■ **Local**

Los Angeles County General Plan Safety Element

The Los Angeles County General Plan Public Safety Element identifies various policies and programs for addressing and mitigating risks from hazardous materials and hazardous wastes. The development proposed under the Specific Plan could generate hazardous waste used by commercial services, retail, and office uses. Accordingly, the following goals and policies could apply to the proposed plan:

- | | |
|------------------|---|
| Goal 1 | Reduce threats to the public health and safety from hazardous materials, especially threats induced by earthquakes. |
| Policy 20 | Review proposed development projects involving the use or storage of hazardous materials, and disapprove proposals which cannot properly mitigate unacceptable threats to public health and safety to the satisfaction of responsible agencies. |
| Policy 21 | Promote the safe transportation of hazardous materials. |
| Policy 22 | Encourage businesses and organizations which store and use hazardous materials to improve management and transportation of such materials. |
| Policy 23 | Promote efforts to reduce or eliminate the use of hazardous materials through dissemination of information about and |

creation of incentives and disincentives for use of safer substitutes.

Policy 24

Encourage improved, timely communications between businesses and emergency response agencies regarding hazardous materials/waste incidents.

Los Angeles County Code

The Los Angeles County Code Title 2 (Administration), Division 3 (Departments and other Administrative Bodies), Chapter 2.68 (Emergency Services), provides plans to provide coordination of emergency operations to protect the public peace, health, and lives and property of people in Los Angeles County in the event of an emergency. This portion of the county code provides the direction for the emergency organization; and the coordination of the emergency functions of the County with all other public agencies, corporations, organizations, and affected private persons.

4.7.3 Impact Analysis and Mitigation Measures

■ Methodology

Analysis in this section focuses on the use, disposal, transport, or management of hazardous or potentially hazardous materials resulting from development envisioned under the proposed Plan. Disposal options, the probability for risk of upset, and the severity of consequences to people or property associated with the increased use, handling, transport, and/or disposal of hazardous materials associated with implementation of the proposed Plan are also analyzed. This section also addresses short-term construction impacts resulting from demolition of existing (usually older) structures, as well as from disturbance of contaminated soils. Operational impacts would generally be associated with the type of uses proposed and the materials that operation of these uses would entail.

In determining the level of significance, the analysis assumes that any development under the proposed Plan would comply with relevant federal and state laws and regulations, as well as the Los Angeles County Code.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed Plan may have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials
- 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
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment
- For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan
- Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:
 - > within a Very High Fire Hazard Severity Zones (Zone 4)
 - > within a high fire hazard area with inadequate access
 - > within an area with inadequate water and pressure to meet fire flow standards
 - > within proximity to land uses that have the potential for dangerous fire hazard
- Does the proposed use constitute a potentially dangerous fire hazard

The range of potential commercial uses (and associated processes and materials) that could occupy land within the Specific Plan over the planning horizon is not known. However, individual businesses that use or store hazardous materials are subject to regulations regarding hazardous material use, storage, transportation, and disposal. This regulatory compliance review ensures that adjacent populations are protected from unusual hazards from such uses. While the proposed Plan may encourage greater redevelopment of older, potentially contaminated sites, there are also strict regulations in place to control how potentially contaminated materials are to be handled and disposed of.

■ Effects Not Found to Be Significant

Threshold	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
-----------	---

The SPA is not located within airport land use plan or within 2 miles of a public use airport. Implementation of the Specific Plan would have *no impact*, and further analysis of this threshold is not required in the EIR.

Threshold	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
-----------	--

There are no existing private airstrips within the SPA. As a result, no safety hazard associated with location near a private airstrip would result from the Specific Plan. Consequently, implementation of the Specific Plan would have *no impact*, and no further analysis of this threshold is required in this EIR.

Threshold	<p>Would the project expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located:</p> <ul style="list-style-type: none"> ■ Within a Very High Fire Hazard Severity Zones (Zone 4)? ■ Within a high fire hazard area with inadequate access? ■ Within an area with inadequate water and pressure to meet fire flow standards? ■ Within proximity to land uses that have the potential for dangerous fire hazard?
-----------	---

The SPA is not located within a Very High Fire Hazard Severity Zones (Zone 4) as outlined in the California Department of Forestry and Fire Protection (CAL FIRE) map. The SPA lies within a Local Responsibility Area, which signifies a low-risk potential for fire hazards within the SPA. As such, adherence to the Los Angeles County Fire Department requirements for fire sprinkler systems with the respective developments of the SPA would assure that no significant inadequacies with water and pressure within the SPA would occur and that fire flow standards would be met. Additionally, there are no immediate surrounding areas are designated as a Fire Hazard Severity Zone that may present a potential hazard to the SPA. Therefore, implementation of the proposed plan would have *no impact*, and no further analysis of this issue is required in this EIR. Because wildlands are not adjacent to any of the urbanized areas within the East Los Angeles Community, implementation of the proposed plan would have *no impact*, and no further analysis of this issue is required in this EIR.

■ Project Impacts and Mitigation

Threshold	<p>Would the project create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?</p>
-----------	--

Impact 4.7-1 Implementation of the Specific Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This impact would be *less than significant*.

Implementation of the proposed plan would result in an increase in development that could result in a total of 15,312 dwelling units and up to 6,375,746 sf of nonresidential uses, including mixed-use zones, TOD, civic, and open space zones. As a result of the Specific Plan, it is expected the four station areas along 3rd Street would be transformed into transit centers, with a mix of residential and commercial land uses, some of which could handle hazardous materials; these uses could include facilities such as dry cleaners. Exposure of the public or the environment to hazardous materials could occur in the following manner: improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The types and amounts of hazardous materials that would be used within the SPA would vary according to the nature of the activity at individual development sites. Whether a person exposed to a hazardous substance suffers adverse health effects as a result of that exposure depends upon a complex interaction

of factors that determine the effects of exposure to hazardous materials: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form of the hazardous material (e.g., liquid, vapor) and its characteristics (e.g., toxicity); the frequency and duration of exposure; and the individual's unique biological characteristics, such as age, gender, weight, and general health. Adverse health effects from exposure to hazardous materials may be short-term (acute) or long-term (chronic). Acute effects can include damage to organs or systems in the body and possibly death. Chronic effects, which may result from long-term exposure to a hazardous material, can also include organ or systemic damage, but chronic effects of particular concern include birth defects, genetic damage, and cancer.

Hazardous materials regulations were established at the state level to ensure compliance with federal regulations intended to reduce the risk to human health and the environment from the routine use of hazardous substances.

Hazardous Materials Use and Storage

Hazardous materials associated with the occupancy of future uses within the SPA would consist mostly of typical household cleaning products and related chemicals. The types of hazardous materials that could be present during operation of the retail, office, and residential uses of the proposed Plan could also include other maintenance products (e.g., paints and solvents); oils, lubricants, and refrigerants associated with building mechanical and HVAC systems; and grounds and landscape maintenance products formulated with hazardous substances, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, pesticides/herbicides, and related chemicals.

To ensure that workers and others at individual development sites within the SPA are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials, employers and businesses are required to implement existing hazardous materials regulations, with compliance monitored by state (e.g., OSHA in the workplace or DTSC for hazardous waste) and local jurisdictions (e.g., LACoFD). Compliance with existing safety standards related to the handling, use, and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (RCRA, California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institutes of Health) would be required for those business.

Should the use and/or storage of hazardous materials at individual development sites rise to a level subject to regulation, those uses would be required to comply with federal and state laws to eliminate or reduce the consequence of hazardous materials accidents resulting from routine use, disposal, and storage of hazardous materials on the project site during both the construction and operation phases of a project. Therefore, compliance with applicable regulations would reduce the risk of project-induced upset from hazardous materials to a ***less-than-significant*** level for future uses that could be developed under the Specific Plan.

Transportation of Hazardous Materials

The USDOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in CFR Titles 40, 42, 45, and 49 and implemented by CCR Titles 17, 19, and 27.

The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The types of hazardous materials that could be present during operation of the commercial and residential uses under the proposed plan are expected to include household cleaning and maintenance products, pesticides and herbicides, paints, solvents and degreasers. The Specific Plan provides for an increase in commercial uses such as office and retail and could include establishments such as dry cleaners and gas stations, but otherwise would not increase industrial uses in the SPA. Therefore, when compared to the current uses and levels of generation, it is unlikely that future commercial uses developed under the Specific Plan would substantially increase the amount of hazardous materials and/or waste brought to, or generated in, the SPA. In addition, I-710, SR-60, and I-5 are used for the transport of hazardous material generated from various areas in and outside of Los Angeles County. It is not expected that adoption of the Specific Plan would have any effect on the current use of the I-710, SR-60, and I-5 for this purpose.

During construction of future development projects, hazardous materials in the form of paints, solvents, glues, roofing materials, and other common construction materials containing toxic substances may be transported to individual sites, and construction waste that possibly contains hazardous materials could be transported off the site for purposes of disposal. Appropriate documentation for all hazardous waste that is transported off site in connection with activities at individual sites (such as disposal of asbestos or building materials containing lead-based paint) would be provided as required to ensure compliance with the existing hazardous materials regulations described above. Adherence to these regulations, which requires compliance with all applicable federal and state laws related to the transportation of hazardous materials, would reduce the likelihood and severity of accidents that might occur during transit, reducing potential impacts to a level that is *less than significant*.

Disposal of Hazardous Waste

Operation of future development under the proposed Plan, including residential, retail, office space, hotel, and open space uses, would not require the handling of hazardous or other materials that would result in the production of large amounts of hazardous waste. During the construction of new development, future projects within the SPA may generate hazardous and/or toxic waste depending on the age of structures to be demolished or renovated, or other potential soil or groundwater contamination based on previous uses. Federal, state, and local regulations govern the disposal of wastes identified as hazardous that could be produced in the course of demolition and construction. Asbestos, lead, or other hazardous materials encountered during demolition or construction activities would be disposed of in compliance with all applicable regulations for the handling of such waste, reducing the potential impacts of disposal of site-generated hazardous wastes to a level that is *less than significant*.

Threshold	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?
-----------	---

Impact 4.7-2 **Implementation of the Specific Plan could 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. This is considered a potentially significant impact. However, with compliance with existing regulations and implementation of mitigation measures, this impact would be *less than significant*.**

Construction

Implementation of the proposed Plan assumes that older buildings could be demolished as development occurs according to the new land uses and densities that are permitted in the Specific Plan. Construction workers as well as employees of existing or future business and/or future residents could potentially be exposed to airborne lead-based paint, dust, asbestos fibers, mold, and/or other building contaminants during demolition activities associated with future development. In addition, there is the possibility that future development may also uncover previously unidentified soil contamination. This could result in a potentially significant impact.

Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

Demolition Activities

Lead and Asbestos

Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present. These requirements include SCAQMD Rules and Regulations pertaining to asbestos abatement (including Rule 1403); Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from CCR Title 8; CFR Title 40, Part 61, Subpart M (pertaining to asbestos); and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services. In addition, Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. Adherence to existing regulations would require appropriate testing and abatement actions for hazardous materials.

Soil and Groundwater Contamination

Unknown Contaminated Sites

Aside from the potential release of hazardous materials from demolition of existing structures within the SPA, grading and excavation of sites for future development resulting from implementation of the proposed Plan may also expose construction workers and the public to potentially unknown hazardous substances present in the soil or groundwater. If any unidentified sources of contamination are encountered during grading or excavation, the removal activities required could pose health and safety risks such as the exposure of workers, materials handling personnel, and the public to hazardous materials or vapors. Such contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances.

It is also possible that old underground storage tanks (USTs) that were in use prior to existing permitting and record keeping requirements may be present within the SPA. If an unidentified UST were uncovered or disturbed during construction activities, it would be closed in place or removed. Removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing Los Angeles County standards as enforced and monitored by the Department of Public Health/Environmental Health Division and other regulatory agencies. The extent to which groundwater may be affected, if at all, depends on the type of contaminant, the amount released, and depth to groundwater at the time of the release. If groundwater contamination is identified, remediation activities would be required by the Los Angeles Regional Water Quality Control Board (LARWQCB) prior to the commencement of any new construction activities.

Existing Contaminated Sites

Another potential hazard to construction workers and the public could involve construction activities on existing sites that may potentially be contaminated. Existing sites that may potentially contain hazardous materials in the project site include those identified in Table 4.7-1, which includes a range of sites with a variety of potential sources of contamination, including various forms of chemical waste, cleaners, auto-repair facilities, and gas stations. However, any new development occurring on these documented hazardous materials sites would have to be preceded by remediation and cleanup under the supervision of the DTSC before construction activities could begin, if such actions have not already occurred.

In order to address the potential for encountering previously unidentified contamination within the SPA, mitigation measures MM4.7-1 and MM4.7-2 would be implemented by requiring investigation and remediation efforts at future development sites. As such, the potential impacts associated with unknown contamination would be reduced to a *less-than-significant* level.

MM4.7-1

Prior to the issuance of grading permits on any project site, the site developer(s) shall:

- *Investigate the project site to determine whether it or immediately adjacent areas have a record of hazardous material contamination via the preparation of a preliminary environmental site assessment, which shall be submitted to the County for review. If contamination is found the report shall characterize the site according to the nature and extent of contamination that is present before development activities precede at that site.*

- *If contamination is determined to be on site, the County, in accordance with appropriate regulatory agencies, such as Los Angeles County Fire Department, Los Angeles County Public Health Department, or County Division of Waste and Recycling, shall determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. If further investigation or remediation is required, it shall be the responsibility of the site developer(s) to complete such investigation and/or remediation prior to construction of the project.*
- *If remediation is required as identified by the local oversight agency, it shall be accomplished in a manner that reduces risk to below applicable standards and shall be completed prior to issuance of any occupancy permits.*
- *Closure reports or other reports acceptable to the appropriate regulatory agencies, such as Los Angeles County Fire Department, Los Angeles County Public Health Department, or County Division of Waste and Recycling, that document the successful completion of required remediation activities, if any, for contaminated soils shall be submitted and approved by the appropriate regulatory agencies prior to the issuance of grading permits for site development. No construction shall occur in the affected area until reports have been accepted by the County.*

MM4.7-2

In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction of the proposed plan, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and postdevelopment and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, postdevelopment maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Los Angeles County Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.

Operational Effects

The precise potential future increase in the amount of hazardous materials utilized in the SPA as a result of implementation of the proposed Specific Plan cannot be predicted because individual development projects are not identified in the Specific Plan. The following discussion focuses on the potential nature and magnitude of risks associated with the accidental release of hazardous materials often used during operation of typical residential and commercial development projects.

Development under the proposed Plan involving residential and commercial uses would include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual project sites throughout the SPA. In particular, CHSC Chapter 6.95 requires businesses that handle more than a specified amount of hazardous materials on-

site to submit a Hazardous Materials Business Plan. Such businesses are required to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site. As maintenance products and chemicals would be consumed by use, and adherence to warning labels and storage recommendations from the individual manufacturers, these hazardous materials would not pose any greater risk compared to other similar development or to existing conditions.

Through future development under the proposed Specific Plan, hazardous materials could be stored within the SPA but the materials would generally be in the form of routinely used common chemicals. All hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to eliminate or reduce the consequences of hazardous materials accidents. Therefore, the probability of a hazardous materials incident would be remote and the impact would be *less than significant*.

Threshold	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?
-----------	---

Impact 4.7-3 Implementation of the Specific Plan could result in the handling of acutely hazardous materials, substances, or waste within 0.25 mile of sensitive land uses, but would not create a risk to human health from such activities. With compliance with existing regulations, this impact would be *less than significant*.

There are nine LAUSD’s schools serving the SPA, including Belvedere Elementary, Rowan Avenue Elementary, Marianna Avenue Elementary, Brooklyn Avenue Elementary, Morris K. Hamasaki Elementary, Humphreys Elementary, Belvedere Middle School, Griffith Middle, David Wark Garfield High, and James A. Garfield Senior High. Additionally, there are four continuation/specialized schools, including Monterey Continuation High School, Hilda L. Solis Learning Academy, and Alfonso Perez Special Education Center. The location, capacity, and enrollment of each of the schools serving the project site is provided in Table 4.12-2 (Schools and Libraries Serving the Specific Plan Area) and identified in Figure 4.12-2 (Location of School and Library Facilities Serving the Specific Plan Area) in Section 4.12 (Public Services).

Similar to existing conditions in the SPA, common hazardous materials could be used in the construction and operation of new development in the Specific Plan, including the use of standard construction materials (e.g., paints, solvents, and fuels), cleaning and other maintenance products, diesel and other fuels (used in construction and maintenance equipment and vehicles), and the limited application of pesticides associated with landscaping around new developments. None of these materials would result in hazardous emissions or are considered acutely hazardous.

Although hazardous materials and waste generated from future development may pose a health risk to nearby schools, all businesses that handle or transport hazardous materials would be required to comply with the provisions of the local, state, and federal regulations for hazardous wastes.

The intent of the hazardous materials disclosure is to assist in mitigating a release or threatened release of a hazardous material and to minimize any potential harm or damage to human health or the environment. Emergency responders use the information provided in planning for and handling emergencies involving hazardous materials.

The routine use, transport, and disposal of hazardous materials in the project site would be subject to a wide range of laws and regulations intended to minimize potential health risks associated with their use or the accidental release of such substances. Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials. Therefore, future development under the proposed plan would result in a *less-than-significant* impact related to the emissions or handling of hazardous materials within the vicinity of schools.

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

Impact 4.7-4 Individual sites within the Specific Plan area are included on a list of hazardous materials sites and, as a result, could create a significant hazard to the public or environment. This is considered a potentially significant impact. However, with implementation of mitigation, this impact would be *less than significant*.

According to data from the SWRCB, eighty-two underground storage tank leaks have been reported in the SPA. Of these reports, sixty-nine sites have either been cleaned up or deemed to be of no environmental consequence. Thirteen cases are still open and are in remediation. In addition, there are no properties within the SPA and/or its immediate surroundings that have been identified on any other regulatory databases as being contaminated from the release of hazardous substances in the soil or groundwater. As discussed under Impact 4.7-2, development of the identified sites would be required to undergo remediation and cleanup before construction activities can begin. If contamination at any specific project site were to exceed regulatory action levels, the project Applicant and/or the project contractor would be required to undertake remediation procedures prior to grading and development under the supervision of appropriate regulatory oversight agencies (e.g., LACoFD, Los Angeles County Public Health/Environmental Health Department, DTSC, or LARWQCB), depending on the nature of any identified contamination. Thus, implementation of mitigation measures MM4.7-1 and MM4.7-2 would ensure that contaminated sites undergo remediation activities prior to development activities. Consequently, if future development within the SPA is located on a site that is included on a list of hazardous materials sites, remediation would ensure that this impact would be reduced to a *less-than-significant* level.

Threshold	Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?
-----------	--

Impact 4.7-5 Implementation of the Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be *less than significant*.

The Public Safety Plan implements the goals and policies of the General Plan Safety Element by establishing the framework for agency coordination in the event of a disaster (Los Angeles County 1990). The plan addresses procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. This is an emergency preparedness document for large-scale emergencies situations such as earthquakes or a major air crash that would be applicable to the entire County, including the SPA. Because the County has prepared for such emergencies and as part of standard development procedures plans would be submitted to the County for review and approval to ensure that all new development contemplated under the Specific Plan would have adequate emergency access, including turning radius for emergency response vehicles, in compliance with existing County regulations.

As required by law, and as discussed in EIR Section 4.14 (Transportation/Traffic), future projects within the Specific Plan would be required to provide adequate access for emergency vehicles. Additionally, future development would be required to regulate the storage of flammable and explosive materials and their transport and would comply with applicable Uniform Fire Code regulations for issues including fire protection systems and equipment, general safety precautions, and distances of structures to fire hydrants. The County of Los Angeles Fire Department sets the following requirements for fire sprinkler systems, and fire hydrants as described in the existing conditions:

- Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.
- Commercial Fire Flow: The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.
- Commercial Hydrant Requirements: Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.

- e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.
- Industrial Fire Flow: The development may require fire flows up to 5,000 gallons per minute at 20 per pounds square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.
- Industrial Hydrant Requirements: Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

Similar to existing conditions, construction of future development under the Specific Plan could result in short-term temporary impacts on street traffic adjacent to the proposed sites due to roadway and infrastructure improvements and the potential extension of construction activities into the right-of-way. This could result in a reduction of the number of lanes or temporary closure of certain street segments. Any such impacts would be limited to the construction period of individual projects and would affect only adjacent streets or intersections. However, compliance with the County's emergency evacuation plan administered by the OEM would ensure through a requirement set forth before obtaining an encroachment permit that emergency response teams for the County, including the Los Angeles County Fire Department (LACoFD) and Los Angeles County Sheriff's Department (LACSD), would be notified of any lane closures during construction activities in the project site and that a minimum one lane would remain open at all times to provide adequate emergency access to the site and surrounding neighborhoods.

Compliance with standard permit requirements would ensure that future development under the Specific Plan would provide adequate access for emergency vehicles. In addition, existing regulations regulate the storage of flammable and explosive materials and their transport within the project site.

Construction and operation activities under the proposed plan with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the County's permitting process, which coordinates with the LACoFD and the LACSD to ensure that emergency access is maintained at all times. Furthermore, the potential for any increased delays along evacuation routes from the incremental increase in new workers and patrons resulting from implementation of the proposed plan would be considered less than significant. As a result, this impact would be *less than significant*.

4.7.4 Cumulative Impacts

The geographic context for an analysis of cumulative impacts regarding transport of hazardous materials includes past, present, and future development within Los Angeles County, since hazardous materials from this development could be transported through the SPA. The geographic context for an analysis of hazardous materials use would be the list of related projects as identified in Chapter 2.

All hazardous materials users and hazardous waste generators are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. As a result of compliance with these regulations, there is no significant cumulative effect from past and present development related to the transport, handling, use, storage, and disposal of hazardous materials. Existing residential and commercial uses handle and store routine household-type chemicals that are not in sufficient quantities to represent a significant cumulative hazard.

Future hazardous materials use, storage, disposal, and transport could result in a foreseeable number of spills and accidents. Cumulative development could occur on properties listed on hazardous materials sites or that were previously used for oil production activities, and/or the demolition of existing structures, which may contain hazardous materials. Future development in the County could increase the amount of hazardous materials transported, used, and disposed. New development would be subject to hazardous materials regulations codified in CCR Titles 8, 22, and 26. Furthermore, all construction and demolition activities in the County, including projects pursuant to the proposed Plan, would be subject to Cal/OSHA, SCAQMD, and Cal/EPA regulations concerning the release of hazardous materials. Compliance with all federal, state, and local regulations during the construction and operation of new developments pursuant to the proposed Plan would ensure that cumulative impacts from the routine transportation, use, disposal, or release of hazardous materials would be *less than significant*.

Cumulative projects could result in construction and operational activities that result in the release of hazardous materials into the environment. In particular, past and present projects have been regulated to ensure that any development on hazardous materials sites involves appropriate site investigation and remediation prior to issuance of building permits. Future projects in the County would be similarly regulated to ensure that either new development would not occur on hazardous materials sites, or for project sites that are listed, impacts would be required to be mitigated by appropriate remediation prior to development. As all contaminated sites are required to be remediated prior to development, this cumulative impact would be less than significant. Development pursuant to the Specific Plan that would occur on any listed hazardous materials sites could similarly require appropriate remediation in compliance with existing regulations. This cumulative impact would be *less than significant*.

4.7.5 References

California Department of Forestry and Fire Protection (CAL FIRE). 2007. *Fire Hazard Severity Zones in SR4*, November 7. http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles.php (accessed March 11, 2014).

Environmental Data Resources, Inc. (EDR). 2011. *EDR Radius Map Report with GeoCheck®*, March 21.

———. 2013. *The EDR DataMap Environmental Atlas*, September 27.

- Los Angeles County. 1990. *County of Los Angeles General Plan*. Safety Element, December 6.
- . 2013. *Los Angeles County Code*. Title 2, Division 3, Chapter 2.68.
http://library.municode.com/HTML/16274/level3/TTT2AD_DIV3DEOTADBO_CH2.68EMSE.html#TOPTITLE (accessed September 30, 2013).
- Los Angeles County Fire Department. 2010. Health and Hazardous Materials Division. CUPA & PA Jurisdictions. <http://fire.lacounty.gov/HealthHazMat/CUPAJurisdictions.asp> (accessed March 22, 2011).
- Los Angeles Unified School District (LAUSD). 2013. District Information.
http://home.lausd.net/apps/pages/index.jsp?uREC_ID=178745&type=d (Accessed July 26, 2013).
- Smith, Geoffrey. 2013. Email from Director of Facilities Services, Los Angeles Unified School District, July.
- State Water Resources Control Board (SWRCB). 2013. Geotracker.
<http://geotracker.waterboards.ca.gov/map>.
- U.S. Environmental Protection Agency (USEPA). 1986. *SARA Overview*, October 17.
<http://www.epa.gov/superfund/policy/sara.htm> (accessed March 10, 2014).

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.8 HYDROLOGY/WATER QUALITY

This section of the EIR analyzes the potential environmental effects on hydrology/water quality from implementation of the proposed Plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix F to this Draft EIR, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); and East Los Angeles Community Plan (Los Angeles 1988); preliminary storm drain and water quality studies prepared for the Specific Plan; Los Angeles County Department of Public Works; and others. All references and sources cited in this section are provided in Section 4.8.5 (References).

4.8.1 Environmental Setting

■ Regional Hydrology and Drainage

The SPA is within the Los Angeles River watershed, which covers approximately 870 square miles. It is the largest watershed in the Los Angeles Basin. The river extends 51 stream miles, from the confluence of Bell Creek and Arroyo Calabasas, to the Pacific Ocean. The first 32 miles of the river flow through the City of Los Angeles, Burbank, and Glendale, and then, subsequently, through Vernon, Commerce, Maywood, Bell, Bell Gardens, Lynwood, Compton, South Gate, Paramount, Cudahy, and Long Beach. By 1960, the Los Angeles River was lined with concrete along most of its length to carry stormwater to the ocean as quickly as possible. Efforts continue under the auspices of the Los Angeles County Flood Control District to capture as much stormwater as possible and redirect it to regional groundwater recharge areas to replenish groundwater basins, saving thousands of acre-feet of water every year. The volume of pollutants that enters the Los Angeles River is extremely high due to accumulated urban stormwater runoff from the hundreds of square miles of impervious land uses that flank the river. To address these problems, the County Flood Control District, local jurisdictions, a variety of stakeholders, and the Los Angeles Regional Water Quality Control Board (LARWQCB) are implementing programs to reduce the number and concentration of pollutants that enter the river. Over the past two decades, interest in the river's recreational and ecological functions has reemerged, culminating in a riverwide planning effort in the 1990s, which resulted in the adoption of the Los Angeles River Master Plan by the Los Angeles County Board of Supervisors in 1996 (Los Angeles County 2013c, 381).

■ Local Hydrology and Drainage

The SPA is relatively flat in the central and southern portions, where elevations range from 160 to 320 feet above mean sea level (amsl). The northern section of the SPA is relatively flat and ranges in elevation from 320 to 620 feet amsl (LAFCCCLA 2011, 2-1).

The only surface water feature in the SPA is Belvedere Park Lake, a freshwater pond approximately 2.4 acres in size located in the Civic Center area between East 3rd Street and the Pomona Freeway. The closest surface drainage is Laguna Channel, a channelized storm drain facility approximately 0.6 mile north of the SPA. The Los Angeles River is approximately 2 miles southwest.

The SPA is almost entirely covered with impervious surfaces, with the exception of the Calvary Cemetery, Belvedere Park, Obregon Park, and scattered open space and vacant/underutilized lots. Stormwater runoff from the SPA flows through underground pipelines to the Los Angeles County Department of Public Works Flood Control District (LACFCD) storm drain infrastructure, and ultimately discharges to the Los Angeles River. Drainage infrastructure within the SPA generally runs through storm drain lines within existing north-south streets from East Cesar Chavez Avenue down through the area toward the Los Angeles River to the south. The primary drainage lines within the SPA include lines 22D, 26A, and 22B. A map of the existing drainage infrastructure within the SPA is included in the preliminary storm drain analysis conducted for the proposed plan, which is available for review at the County Planning Department (Fusco Engineering, 2009b). According to the drainage study, no capacity problems have been identified in the storm drain infrastructure serving the SPA, although much of the system is 75 years old and may require repair to preserve integrity and functionality.

■ Groundwater

The SPA is within the Central Subbasin (Central Basin) portion of the Coastal Plain of Los Angeles Basin. Total storage capacity of the Central Basin is 13,800,000 acre-feet. The Central Basin is an adjudicated basin with a total annual allowed pumping allocation of 217,367 acre-feet. The California Department of Water Resources (DWR) is the Watermaster. The shallowest named aquifer in the vicinity of the SPA is the Exposition/Gage aquifer, which locally produces smaller volumes of potable water (compared to deeper aquifers that underlie the Exposition/Gage aquifer) (WRDSC 2013, Table 1.1).

California Water Service Company (Cal Water), which is the water purveyor for the SPA, has several wells producing groundwater throughout its service area. For the 20-year period 1990-2010, average groundwater levels have ranged from approximately 125 to 155 feet deep. Groundwater levels have remained stable, with minor fluctuations resulting from climatic variations (CWSC 2010). There are no natural or artificial recharge areas with the SPA.

Groundwater is a component of Cal Water's water supply for customers in the East Los Angeles District, along with imported purchased water. Cal Water's allowed pumping allocation of 11,664 acre-feet per year (afy) is set at 80 percent of the adjudicated right (14,717 afy), which is based on the safe yield of the groundwater basin. However, Cal Water does not currently have the ability to produce and deliver this quantity and normally produces between 3,000 and 6,000 afy of groundwater. The remaining groundwater is either sold to other entities or left for basin recharge. Up to 20 percent of the unused allowed pumping allocation can also be carried over into the following year. Cal Water intends to construct new wells and maximize groundwater production in the future. Cal Water's service area is mostly built out and population growth will only occur through redevelopment, which is reflected in the Cal Water future demand projections. The District has sufficient groundwater production rights to supply over 50 percent of the projected 2040 demand (CWSC 2010).

Los Angeles Department of Water and Power well data for the immediate vicinity of the SPA indicate groundwater ranges from 170 to 180 feet deep (LACDPW 2013).

■ Flood Hazards

The SPA is not located within a 100-year flood hazard area, floodway, or floodplain. According to the County General Plan, the SPA is not located in the path of flooding from any dam. The only enclosed water body in the SPA is Belvedere Park Lake which could result in seiche (oscillating water movement due to seismic events that can result in overtopping of the water body and subsequent flooding). The SPA is not located in a tsunami inundation zone. There are no foothills or mountains in proximity to the SPA that would present a risk of mudflow to visitors, residents, or businesses in the SPA. Due to its location several miles inland, the SPA is not vulnerable to sea level rise effects (Los Angeles County 2013a).

4.8.2 Regulatory Framework

■ Federal

Clean Water Act of 1972

The federal Clean Water Act (CWA) directs states to establish water quality standards for all “waters of the United States” and to review and update such standards on a triennial basis. The U.S. Environmental Protection Agency (USEPA) has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs in California to the SWRCB and nine Regional Water Quality Control Boards (RWQCB). Water quality standards for the Los Angeles region are set forth in The Water Quality Control Plan Los Angeles Region Basin Plan (Basin Plan) (1995, and as amended in 2010), which is administered by the LARWQCB.

Clean Water Act Sections 401 and 402: National Pollutant Discharge Elimination System (NPDES)

The NPDES permit system was established in the CWA to regulate point source discharges (a municipal or industrial discharge at a specific location or pipe) and certain types of diffuse source dischargers. CWA Sections 401 and 402 contain general requirements regarding NPDES permits. For diffuse-source discharges (e.g., municipal stormwater and construction runoff), the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of (1) characterizing receiving water quality, (2) identifying harmful constituents, (3) targeting potential sources of pollutants, and (4) implementing a Comprehensive Stormwater Management Program. The County of Los Angeles implements the NPDES program through its own regulations and standards. Additional information as it relates to the proposed Plan is presented in the “Local” regulations summary, below.

Clean Water Act Section 303: Total Maximum Daily Loads (TMDLs)

CWA Section 303(d) bridges the technology-based and water quality-based approaches for managing water quality. Section 303(d) requires that states make a list of waters that are not attaining standards after the technology-based limits are put in place. For waters on this list (and where the USEPA administrator deems they are appropriate), the states are to develop Total Maximum Daily Loads (TMDLs). TMDLs are established at the level necessary to implement applicable water quality standards.

A TMDL must account for all sources of pollutants that cause the water to be listed. Federal regulations require that TMDLs, at a minimum, account for contributions from point sources and nonpoint sources (NPSs). The segment of the Los Angeles River (Reach 2) that receives stormwater flows from East Los Angeles is an impaired water body, and TMDLs have been approved for ammonia, nutrients (algae), bacteria, copper, lead, and trash. A TMDL for oil is expected by 2019 (LARWQCB 2011).

■ State

Porter-Cologne Water Quality Protection Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) establishes the SWRCB and each RWQCB as the principal state agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and groundwaters) and directs the RWQCBs to develop regional Basin Plans. The Water Quality Control Plan Los Angeles Region Basin Plan (1995, and as amended in 2010), which is administered by the LARWQCB and implemented at the local level through various programs (see below), is the adopted plan that would apply to the proposed Plan.

Statewide NPDES General Construction Activity Stormwater Permit (Construction General NPDES Permit)

Pursuant to the CWA Section 402(p) and as related to the goals of the Porter-Cologne Act, the SWRCB has issued a statewide NPDES General Permit for Stormwater Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002), adopted September 2, 2009, hereinafter referred to as the Construction General NPDES Permit. Every construction project that disturbs 1 acre or more of land surface or that are part of a common plan of development or sale that disturbs more than 1 acre of land surface would require coverage under the Construction General NPDES Permit. Construction activities subject to the Construction General NPDES Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, that result in soil disturbances of at least 1 acre of total land area. Among other permit requirements, implementing a site-specific Stormwater Pollution Prevention Plan (SWPPP) is the primary mechanism that is relied upon for controlling erosion and pollutants in runoff from a construction site. Any project that disturbs more than 1 acre as a result of implementing the proposed Plan would be subject to the Construction General NPDES Permit requirements. In addition, there are other requirements that are imposed by Los Angeles County (see below).

Regional Dewatering General Waste Discharge Requirements (WDR)

The RWQCB has issued a general permit for construction dewatering (Waste Discharge Requirements for Discharges of Groundwater from Construction Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties Order No. R4-2008-0032 and NPDES No. CAG994004) (LARWQCB 2010). Discharges covered by this permit include but are not limited to, treated or untreated groundwater generated from permanent or temporary dewatering operations. Wastewater discharge from permanent or temporary dewatering activities include, but are not limited to, the following: treated or untreated wastewater from permanent or temporary construction dewatering operations; subterranean seepage dewatering; and incidental collected stormwater from basements. If

dewatering is required for construction or operation of projects that could be developed in the Specific Plan as a result of implementing the proposed Plan, the project would have to obtain coverage under this general permit.

■ Regional

Water Quality Control Plan Los Angeles Region (Basin Plan)

The Basin Plan identifies water quality objectives and beneficial uses for the Los Angeles River: municipal and domestic supply (potential use), groundwater recharge, water contact and nonwater contact recreation, warm freshwater habitat, industrial service supply (potential use), and wetland habitat. The Basin Plan also identifies the following beneficial uses for groundwater resources that underlie the SPA: municipal and domestic supply, industrial service supply, industrial process supply, and agricultural supply.

Groundwater Management Plan

The Water Replenishment District of Southern California (WRD) is the regional groundwater management agency for two of the most utilized groundwater basins in the state of California, and it plays an integral role in overall water resource management in southern Los Angeles County. The WRD manages groundwater for nearly four million residents in 43 cities of southern Los Angeles County. The 420-square-mile service area uses about 250,000 acre-feet of groundwater per year, which equates to nearly 40 percent of the total demand for water. The WRD ensures that a reliable supply of high quality groundwater is available through its clean water projects, water supply programs, and effective management principles (CWSC 2011, 51).

■ Local

Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP)

Discharges of urban runoff into municipally owned separate storm sewer systems (MS4s) are regulated under the general NPDES stormwater permit that has been issued by the RWQCB for Los Angeles County (“MS4 Permit”). Development that could occur under the Specific Plan would be subject, as applicable, to the waste discharge requirements issued by the RWQCB for the MS4 Permit.

The MS4 Permit is intended to ensure that combinations of site planning, source control, and treatment control practices are implemented to protect the quality of receiving waters. The permit requires that new development employ best management practices (BMPs) designed to control pollutants in stormwater runoff to the maximum extent practicable (MEP), details specific sizing criteria for BMPs, and specifies flow control requirements. These BMPs include structural practices, source control and treatment techniques and systems, and site design planning principles addressing water quality.

The county’s Standard Urban Stormwater Mitigation Plan (SUSMP) requirements are a LARWQCB-approved component of the county’s MS4 Permit to address stormwater pollution from new construction and redevelopment projects. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce

the postproject discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. The SUSMP requirements apply to all development and redevelopment projects that fall into one of the following categories:

- Single-family hillside residences
- One acre or more of impervious surface area for industrial/commercial developments
- Automotive service facilities
- Retail gasoline outlets
- Restaurants
- Ten or more residential units
- Parking lots of 5,000 square feet or greater or with 25 or more spaces
- Projects located in or directly discharging to an Ecologically Sensitive Area

Required elements of the SUSMP include provisions for:

- Peak stormwater runoff discharge rates (postdevelopment peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion)
- Conservation of natural areas
- Minimization of stormwater pollutants of concern
- Protection of slopes and channels
- Storm drain system stenciling and signage
- Properly designed outdoor material storage areas
- Properly designed trash storage areas
- Proof of ongoing BMP Maintenance
- Design standards for structural or treatment control BMPs
- Provisions for individual priority project categories
- Limitations on use of infiltration BMPs

Parking lots contain pollutants such as heavy metals, oil and grease, and polycyclic aromatic hydrocarbons that are deposited on parking lot surfaces by motor vehicles. These pollutants are directly transported to surface waters. To minimize the off-site transport of pollutants, the following design criteria are required:

- Reduce impervious land coverage of parking areas
- Infiltrate runoff before it reaches storm drain system
- Treat runoff before it reaches storm drain system

Parking lots may accumulate oil, grease, and water insoluble hydrocarbons from vehicle drippings and engine system leaks. Additional BMPs are required to:

- Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used (e.g., fast food outlets, lots with 25 or more parking spaces, sports event parking lots, shopping malls, grocery stores, discount warehouse stores)
- Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal, and system fouling and plugging prevention control

Los Angeles County Hydrology Manual

Drainage in the SPA is regulated by the Los Angeles County Department of Public Works (LACDPW), which has jurisdiction over regional drainage facilities and local drainage facilities within the unincorporated portions of the County. The LACDPW Hydrology Manual requires a storm drain conveyance system be designed for a minimum 25-year storm event and the combined capacity of a storm drain and street flow system accommodate flows from a 50-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flows from a 50-year storm event (LACDPW 2006). The County also limits the allowable discharge into existing storm drain facilities. Any proposed drainage improvements of County-owned storm drain facilities, such as catch basins and storm drain lines, require review and approval from the County Flood Control District. The LACDPW Hydrology Manual also provides various analysis tools and calculation methodologies required for hydrologic evaluations.

Los Angeles County Code

Stormwater runoff and pollution regulations are controlled pursuant to Los Angeles County Code Section 12.80 (Stormwater and Pollution Runoff Control). The purpose of Section 12.80 is to protect the health and safety of the residents of the County by protecting the beneficial uses, marine habitats, and ecosystems of receiving waters within the County from pollutants carried by stormwater and nonstormwater discharges. Section 12.80 applies to the discharge, deposit, and disposal of any stormwater and/or runoff to the storm drain system and/or receiving waters within any unincorporated area covered by a NPDES municipal stormwater permit.

Low Impact Development Ordinance

County Code Chapter 12.84 requires the use of Low Impact Development (LID) principles in development projects. All new development and redevelopment under the jurisdiction of Los Angeles County is required to meet LID requirements. Site preservation practices coupled with small-scale BMPs that rely on the environmental services of vegetation and soils or systems that mimic these services comprise the control approach of LID. The following principles are used to frame the LID approach to stormwater. These elements are addressed through a combination of BMPs.

- **Conserve natural areas, soils, and vegetation**—Protect areas outside grading limits, incorporate plants to suit soil and drainage conditions, incorporate planting schemes that replicate natural sites, and use vegetative plantings and bioremediation techniques to neutralize soil contaminants.
- **Minimize disturbances to natural drainage patterns**—Minimize manicured lawns and annual beds as the dominant site elements.
- **Minimize and disconnect impervious surfaces**—Reduce impervious areas by including landscaping and using pervious pavements where practicable. Reduce the amounts of “hydraulically” connected impervious areas by using downspouts directed toward vegetated areas and installing rain barrels and cisterns below downspouts. Direct runoff from impervious areas to pervious areas. Grade surfaces toward open space with infiltration capacity, and infiltrate runoff a suitable distance from foundations.

- **Minimize soil compaction**—Restrict compaction and grading to areas that will support structures, as compacted soils suffer from reduced infiltration rates and limit root growth and plant survivability.

Design Requirements

Small-Scale Residential Projects. Residential development and redevelopment of four units or less, or remodels affecting more than 50 percent of the original home footprint are not required to complete hydrologic analysis for the project site, but must include at least two of the following items into site design: porous pavement, downspout routing (cistern/rain barrel, rain garden/planter box), disconnect impervious surfaces, dry well, landscaping and landscape irrigation, or green roof.

Large-Scale Development. All residential developments of five units or greater and all nonresidential developments must follow the LID Hydrologic Analysis techniques outlined the manual. Large scale residential and nonresidential development projects are required to prioritize the selection of BMPs to treat stormwater pollutants, reduce stormwater runoff volume, and promote groundwater infiltration and stormwater reuse in an integrated approach to protecting water quality and managing water resources. BMPs must be implemented in the following order of preference: (1) BMPs that promote infiltration, (2) BMPs that store and beneficially use stormwater runoff, (3) BMPs that use runoff for other water conservation uses, and (4) if item 3 is technically infeasible, the proponent must submit a plan for approval by the Public Works director that demonstrates compliance with LID requirements to the maximum extent practical. The manual prescribes the specific approach to determining how each of these three BMPs can be accomplished. In addition, the manual establishes that runoff from the water quality design storm event associated with the developed site hydrology must be treated before discharge in compliance with the NDPES MS4 permit.

Los Angeles County General Plan

The Los Angeles County General Plan addresses hydrology and water quality considerations and goals for future development within the county. Specifically, the Los Angeles County General Plan contains general policies relevant to the proposed Specific Plan:

General Goals and Policies

- Policy 13** Conserve the available supply of water and protect water quality.

Conservation and Open Space Element

- Policy 4** Protect groundwater recharge and watershed areas, conserve storm and reclaimed water, and promote water conservation programs.
- Policy 5** Encourage the maintenance, management and improvement of the quality of imported domestic water, groundwater supplies, natural runoff and ocean water.
- Policy 12** Protect watershed, streams, and riparian vegetation to minimize water pollution, soil erosion and sedimentation, maintain natural habitats, and aid in groundwater recharge.

Water and Waste Management Element

- Policy 17** Protect public health and prevent pollution of groundwater through the use of whatever alternative is necessary.
- Policy 19** Avoid or mitigate threats to pollution of the ocean, drainage ways, lakes, and groundwater reserves.
- Policy 22** Design water and waste management systems which enhance the appearance of the neighborhoods in which they are located and minimize negative environmental impacts.
- Policy 25** Encourage development and application of water conservation, including recovery and reuse of storm and waste water.

East Los Angeles Community Plan

There are no policies in the East Los Angeles Community Plan that are relevant to hydrology and water quality.

4.8.3 Impact Analysis and Mitigation Measures

■ **Methodology**

. Baseline information for this analysis was compiled from a review of data and reports published by state agencies, environmental documents for projects in the vicinity, as well as information compiled and evaluated by Los Angeles County in conjunction with its stormwater management programs. The result of that effort is a general and qualitative analysis of the types of hydrologic and water quality changes that could be expected relative to the proposed types and locations of land use changes and related overlay zoning.

Independent of the CEQA process, there is a comprehensive regulatory framework implemented at the state and County level to reduce the impacts of effects related to storm drainage and urban pollutants. Compliance with these regulations is required, not optional. Compliance must be demonstrated by each proponent that implements a project to have been incorporated in the plan's design before permits for project construction would be issued. The analysis presented herein assumes compliance with all applicable laws, regulations, and standards.

In addition, the Specific Plan includes the following policies and strategies directly applicable to the management of stormwater runoff:

Public Realm Plan

- Policy** Pursue opportunities to transform underutilized parcels into non-traditional parkland, pocket parks, pedestrian connections, and stormwater treatment.
- Policy** Promote green components, including a mature tree canopy that enhances the pedestrian experience with a comfortable walking environment, safe street crossings, integrated bike lanes and jogging paths, traffic calming measures, drought-tolerant plantings, integrated lighting and way finding, and sustainable storm water treatment and permeable paving.

Strategy C.1

Storm Water Guidelines. The following are sustainable methods and strategies for collecting and distributing storm water runoff:

- Use parkways to collect street runoff. Direct water into vegetated swales and for rain gardens.
- Install permeable paving in parking lots and direct water into vegetated swales.
- Direct building roof runoff into cisterns and for rain gardens.
- Design plazas to minimize impervious paving and to drain to vegetated swales.
- Provide low points in parks to facilitate groundwater recharging.
- Introduce signage that describes the watershed and rain cycle, the cleansing properties of plants, and how wildlife habitat relates to native plant material. Coordinate educational effort with the schools on site.

Strategy C.2

Best Management Practices. The following Best Management Practices (BMPs) shall be included throughout the project area, wherever feasible.

- Bioswales (Biofiltration Swale). A vegetated depression planted with native plant material designed to detain and infiltrate water into the ground. Bioswales reduce runoff, recharge groundwater, eliminate contaminants from the water, and reduce the need for off-site detention.
- Rain Gardens. Planting areas designed to detain runoff from parking lots or roofs
- Native and Drought-Tolerant Plants. Drought tolerant plants help to minimize irrigation needs and increase the presence of wildlife.
- Pervious Paving. Paving that allows water to infiltrate into the ground either through spaces between paving stones or through the material itself. Subsurface gravel allows the water to pass through to the soil or direct it to another detention device.
- Cisterns. A holding tank for rainwater that can later be used for irrigation. Cisterns can be located either above-ground or below-ground and utilize pumps to circulate grey water. Rain barrels are small, aboveground cisterns. As water gets scarcer the use of cisterns should be encouraged.
- Infiltration System. Devices used to collect water for infiltration. Various infiltration systems include fabricated installations that are placed in the ground, gravel placed beneath pervious paving, and bioswales.
- Street and Parking Lot Trees. Large canopy deciduous trees that are planted in parking lots and along streets to provide shade and reduce the heat island effect.
- Reclaimed water. Sometimes called recycled water has been treated to remove solids and certain impurities. It is often used in sustainable landscaping irrigation or to recharge groundwater aquifers to achieve sustainability and water conservation objectives.

Mobility Plan (Streetscape)

Strategy C.5 Tree wells should utilize Low Impact Development (LID) designs that encourage storm water to slowly infiltrate through plants and soils in order to reduce the burden on storm drains and downstream discharge points, to cleanse water before it is discharged into storm drains, and to recharge the aquifer basin.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed plan may have a significant adverse impact on hydrology/water quality if it would do any of the following:

- Violate any water quality standards or waste discharge requirements
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit 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 that would not support existing land uses or planned uses for which permits have been granted)
- 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 that would result in substantial erosion or siltation on or off site
- 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 that would result in flooding on or off site
- Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Generate construction or postconstruction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality
- Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Chapter 12.84 and Title 22, Chapter 22.52)
- Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance
- Use on-site wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)
- Otherwise substantially degrade water quality
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain

- Place structures that would impede or redirect flood flows within a 100-year flood hazard area, floodway, or floodplain
- 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
- Place structures in areas subject to inundation by seiche, tsunami, or mudflow

■ Effects Not Found to Be Significant

Threshold	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?
-----------	---

The SPA is not located within a 100-year flood hazard area, floodway, or floodplain (Los Angeles County 2013a). The project would not place housing within a 100-year flood hazard zone. Therefore, there would be **no impacts**, and further evaluation of this threshold is not required.

Threshold	Would the project place structures that would impede or redirect flood flows within a 100-year flood hazard area, floodway, or floodplain?
-----------	--

The SPA is not located within a 100-year flood hazard area, floodway, or floodplain, and would not place structures that would impede or redirect flood flows. Therefore, there would be **no impacts**, and further evaluation of this threshold is not required.

Threshold	Would the project 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?
-----------	--

The SPA is not located in the path of flooding from any dam or levee (Los Angeles County 2013a). Therefore, there would be **no impacts**, and further evaluation of this threshold is not required.

Threshold	Would the project place structures in areas subject to inundation by seiche, tsunami, or mudflow?
-----------	---

The SPA is not located in a tsunami inundation zone. There are no foothills or mountains in proximity to the SPA that would present a risk of mudflow to visitors, residents, or businesses in the SPA (Los Angeles County 2013a). Therefore, there would be **no impacts**, and further evaluation of this threshold is not required.

Threshold	Would the project use on-site wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?
-----------	--

Implementation of the proposed Plan would have **no impact** related to groundwater or surface water limitations from on-site treatment (if any) because groundwater is over 100 feet deep in the SPA, and there are no streams or drainage courses in or adjacent to the SPA, and no further analysis of this threshold is required in this EIR.

■ Project Impacts and Mitigation

Threshold	Would the project violate any water quality standards or waste discharge requirements?
-----------	--

Impact 4.8-1 **Implementation of the Specific Plan would not violate any water quality standards or waste discharge requirements. This impact would be *less than significant*.**

New development under the Specific Plan would result in increases stormwater flows, which could result in water quality impacts. Stormwater runoff in the SPA is collected by LA County Department of Public Works Flood Control District (LACFCD) storm drain infrastructure, which ultimately discharges into the Los Angeles River. There is no large scale regional treatment infrastructure in place within the SPA. The County requires new projects to submit a Standard Urban Stormwater Management Plan (SUSMP) with approved post-construction best management practices (BMPs) to identify stormwater treatment. Typical BMPs that have been implemented on a project-by-project basis include drainage inlet filter inserts and continuous deflective separation units (CDS units) to remove large particles.

The Los Angeles Regional Water Quality Control Board (LARWQCB) has established total maximum daily loads (TMDLs) for waters within the Los Angeles River Watershed. A TMDL specifies the maximum amount of a pollutant that a water body can receive and still meet water quality standards. Those facilities and activities that are discharging into the water body, collectively, must not exceed the TMDL. In 2010, the County prepared and submitted to the State Water Resources Control Board a Multi-Pollutant TMDL Implementation Plan for the Unincorporated County Area of the Los Angeles River Watershed (County of Los Angeles, 2010) to address the metals and nutrients TMDLs, and the upcoming bacteria TMDL, established by the LARWQCB for unincorporated communities within the Los Angeles River Watershed. This plan was developed with consideration for future TMDLs, and contains strategies to address these water quality impairments in the Los Angeles River using structural and non-structural BMPs. The segment of the Los Angeles River (Reach 2) that receives stormwater flows from East Los Angeles is an impaired water body and is on the TMDL 303(d) list for ammonia, nutrients (algae), bacteria, copper, lead, and trash.

The Los Angeles River TMDLs contained in the TMDP Implementation Plan include schedules for attaining associated waste load allocations (WLAs), which vary for each pollutant and in some cases for wet and dry weather conditions. The metals implementation schedules are based on phases expressed as the percent of total drainage area served by the municipal separate stormwater system (MS4) that is effectively meeting the WLAs. The phases can be considered as ultimately goals for developing strategies to address TMDL implementation.

General discharge permits issued by the LARWQCB are used to regulate polluted stormwater runoff, treated groundwater, nonhazardous soil disposal, and other discharges. As it relates to the proposed plan, these include NPDES construction stormwater activity and dewatering permits, and the postconstruction SUSMP, which implements the NPDES MS4 program under the Clean Water Act. Impact 4.8-7 describes how the proposed Plan would implement these requirements.

To comply with the NDPES MS4 permit, under County Code Section 12.80, future development projects under the Specific Plan would, as noted above, be required to develop and implement a SUSMP throughout the operational life of the proposed Plan. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. Such BMPs would include source control BMPs to prevent pollutants from entering into stormwater discharges and treatment control BMPs to remove pollutants from stormwater discharges. In addition, operation and maintenance measures would be implemented to separate stormwater from potential pollutants, and per County Ordinance 2008-0063 (County Code 12.84), Low Impact Development (LID) BMPs would be implemented to promote infiltration, in accordance with the County's LID Manual.

LID standards are intended to distribute stormwater runoff across development sites to help reduce adverse water quality impacts and replenish groundwater supplies. The development standards are reflected in separate low impact development plans, the preparation of which is required for all development projects. LID builds on conventional design strategies by utilizing every softscape and hardscape surface in a development to perform beneficial hydrologic function by retaining, detaining, storing, changing the timing of, or filtering stormwater runoff. LID encompasses the use of structural devices, engineered systems, vegetated natural designs and education in order to distribute stormwater and urban water runoff across a development site. LID reduces the impacts of development by: replenishing groundwater supplies, improving the quality of surface water runoff, stabilizing natural stream characteristics, preserving natural site characteristics, and minimizing downstream impacts. Examples of LID measures that could be incorporated into future projects implemented under the Specific Plan include use of drought-tolerant landscaping and incorporation of green building practices, including those that reduce waste or conserve water, electricity or natural resources. Compliance with LID standards is determined by the County, which conducts formal review of all LID plans. Further, as described above, all future development projects under the Specific Plan would be required to prepare an SUSMP, which would include BMPs designed to control pollutants in stormwater runoff to the maximum extent practicable (MEP), details specific sizing criteria for BMPs, and specifies flow control requirements.

Stormwater and wastewater from the SPA would be directed to the County's infrastructure, and discharges from that system are required to demonstrate compliance with applicable water quality standards. SUSMP's required for all future projects would be required to identify the potential and expected pollutants of concern that may be generated by development under the Specific Plan, which would include pollutants for which there is a TMDL. Additionally, compliance with the County's LID Ordinance would be required for all future projects. Adherence to these requirements would ensure the appropriate BMPs are incorporated into development such that pollutants in project-generated stormwater flows would not interfere with achievement of adopted TMDLs. Therefore, the proposed Plan would not violate water quality standards or waste discharge requirements. This impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit 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 that would not support existing land uses or planned uses for which permits have been granted)?
-----------	---

Impact 4.8-2 Implementation of the Specific Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. This impact would be *less than significant*.

Full build-out of the proposed Specific Plan would result in the development of up to 2,287 single-family and 10,982 multifamily residential units and 6,762,422 square feet (sf) of commercial uses, which would increase the demand on water supplies. The County’s drinking water is a blend of local groundwater, and surface water imported by MWD and sold through Central Basin Municipal Water District (CBMWD). Cal Water’s Allowed Pumping Allocation (APA) of 11,774 acre-feet per year (afy) is set at 80 percent of the adjudicated right, which is based on the safe yield of the groundwater basin. This is normally referred to as the APA. However, Cal Water does not currently have the ability to produce and deliver this quantity and normally produces between 3,000 and 6,000 afy of groundwater.

Cal Water’s service area is mostly built out and population growth will only occur through redevelopment, which is reflected in the Cal Water future demand projections. According to the District’s 2010 Urban Water Management Plan, the District has sufficient groundwater production rights to supply over 50 percent of the projected 2040 demand.

As discussed in Section 4-15, Utilities and Services Systems, projected water demand at build-out of the Specific Plan would be 7.25 mgd (8,119 afy).⁶ This represents an increase in demand of 2.16 mgd, which would increase the current usage of the water treatment facilities that currently serve the plan. However, with 125 mgd of remaining treatment capability, LAAFP has ample capacity to provide the plan with its projected water needs. In addition, on-going conservation measures implemented throughout MWD service area will continue to drive down daily demand even though overall demand is projected to increase over the next 20 years.

Given the availability of existing supply, and the fact that development of the SPA would be incremental, the project’s demand on groundwater, as a component of total supply, would not result in a depletion of groundwater supplies. Installation of additional wells by the District would occur regardless of whether the proposed Plan is implemented and would not be required for project development. Refer to Impact 4.15-1 and Impact 4.15-2 in Section 4.15 (Utilities/Service Systems), for additional analysis of water supply and demand.

The SPA is an urbanized area and would be redeveloped with infill uses under the Specific Plan. Therefore, no substantial increase in impervious surfaces would occur with implementation of the proposed plan. Further, there are no significant recharge areas or spreading grounds within the SPA. Therefore, implementation of the Specific Plan would not interfere with groundwater recharge. Where

⁶ These water consumption estimates are based on historic water use rates that are anticipated to reduce with increased water conservation as well as recycling.

applicable, the incorporation of stormwater BMPs and LID design principles into future development projects under the Specific Plan would help improve local recharge to shallow groundwater.

Therefore, the proposed Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. This impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?
-----------	---

Impact 4.8-3 **Implementation of the Specific Plan would not 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 that would result in substantial erosion or siltation on or off site. This impact would be *less than significant*.**

There are no streams or rivers within or near the SPA. The SPA is an urbanized area already served by an established drainage system. As noted above, storm water runoff for the SPA is collected by Los Angeles County Department of Public Works Flood Control District (LACFCD) storm drain infrastructure, which ultimately drains to the Los Angeles River. The SPA is generally flat and does not contain any natural topographic features or LACFCD infrastructure that would be altered such that substantial erosion or siltation on- or off-site would occur.

According to the drainage study conducted for the proposed plan, development under the SPA is likely to reduce the amount of runoff from the SPA, due to today’s more stringent local and federal standards related to open space/landscaping, storm water detention/retention, and water quality/LID, per County Ordinance 2008-0063, as described above.

Therefore, although the Specific Plan would facilitate further development in the SPA, such development would be infill in nature and would not result in substantial changes in land use cover that would modify drainage patterns in a manner that would cause on- or off-site erosion or siltation. This impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?
-----------	--

Impact 4.8-4 **Implementation of the Specific Plan would not 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 that would result in flooding on or off site. This impact would be *less than significant*.**

As described above under Impact 4.8-3, implementation of the Specific would not substantially alter drainage in the SPA. The Specific Plan would facilitate infill development within an urbanized area, and

would not alter the course of any river or stream. Although development under the Specific Plan would intensify land uses and increase population within the SPA, this would not result in substantial changes in land use cover that would, in turn, generate substantial increases in runoff, because future development would be required to incorporate design features that would limit surface runoff. Such measures would be outlined in LID plans, as described above, that would be required by the County of all future development projects within the SPA. In addition, it has been determined there is adequate capacity in the storm drain system, indicating project flows would be accommodated without increasing the risk for on- or off-site flooding (Fusco Engineering 2009b).

With implementation of County required measures for limiting surface runoff, it is expected that implementation of the Specific Plan would result in an overall reduction in the amount of runoff within and from the SPA, because future development would incorporate on-site features such as open space and landscaping to increase the attractiveness of the corridor, which would help reduce runoff. Therefore, flooding on- or off-site is not expected to occur with implementation of the Specific Plan. This impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?
-----------	---

Impact 4.8-5 **Implementation of the Specific Plan would not add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use. This impact would be *less than significant*.**

No water features are proposed as part of the Specific Plan. However, it is possible that impacts related to standing water could occur as a result of implementation of permanent or structural best management practices (BMPs) such as vaults, sumps, and the like may hold water longer than 72 hours, allowing for the reproduction of mosquitoes, black flies, and midges and increasing the risk to public health from mosquito and other vectors. “Vault type” stormwater capture devices often breed mosquitoes nearly year-round. In addition, the underground space provides safe harborage for adult resting and overwintering mosquitoes. Future development projects within the SPA would include permanent and/or structural BMPs for water quality treatment purposes. With implementation of BMPs and project requirements, the potential increased risk of mosquito production would be minimal. However, to ensure this impact is avoided or minimized all future development projects implemented under the Specific Plan would be required to coordinate with the Greater Los Angeles County Vector Control District to ensure that no standing water is allowed to remain in stormwater capture devices for longer than 72 hours and to ensure proper design of BMPs so as to minimize the risk of standing water. Therefore, this impact would be *less than significant*.

Threshold	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
-----------	---

Impact 4.8-6 **Implementation of the Specific Plan would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be *less than significant*.**

As described in Impact 4.8-4, the proposed Plan is expected to result in a reduction in stormwater runoff, and no capacity problems have been identified in the storm drain infrastructure. As described above under Impact 4.8-1, all future development projects under the Specific Plan would be required to develop and implement a SUSMP, which would contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the discharge of pollutants from stormwater conveyance systems. Additionally, all future projects would be required to develop and implement LID standards to further reduce the adverse effects of surface runoff. With adherence to these requirements, the Specific Plan would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project generate construction or postconstruction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?
-----------	---

Impact 4.8-7 **Implementation of the Specific Plan would generate runoff but would not violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality. This impact would be *less than significant*.**

The Specific Plan would include infill development of vacant properties and redevelopment/reuse of underutilized buildings as well as streetscape and pedestrian/bicycle circulation improvements along 3rd Street. Residential neighborhoods would include streetscape improvements and an increase in open space and green elements such as street trees and landscaping. As noted above, implementation of the Specific Plan is expected to reduce overall stormwater runoff within the SPA. This would be accomplished through the implementation of BMPs contained in County-required SUSMPs and LID plans, the development and implementation of which would be required of all future projects under the proposed plan. However, redevelopment of vacant and underutilized properties has the potential to generate construction and postconstruction stormwater runoff that could contain pollutants that could affect water quality. There are NPDES permits that apply to stormwater runoff from construction and postconstruction activities. The following analysis describes the applicable NPDES permits and how the proposed Plan would be managed in accordance with those permits. These permits are also intended to minimize potential effects on surface water quality and groundwater quality.

Construction

Construction activities, such as grading, maintenance/operation of construction equipment, and the handling/storage/disposal of construction materials, could potentially contribute to pollutant loading in stormwater runoff. However, project proponents would be required to obtain coverage under the NPDES Construction General Permit. As described above, all projects that disturb 1 acre or more of land surface or that are part of a common plan of development or sale that disturbs more than 1 acre of land surface would require coverage under the Construction General NPDES Permit. Construction activities subject to the Construction General NPDES Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, that result in soil disturbances of at least 1 acre of total land area.

In accordance with the permit requirements, the proponents would prepare and implement a site-specific SWPPP, which would specify BMPs to be used during construction. Such BMPs would include, but not be limited to, measures for erosion control, sediment control, nonstormwater management, and materials management. Implementation of the SWPPP and associated BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff to the maximum extent practicable. Additionally, the County would require monitoring for compliance with these requirements as part of the project's conditions of approval. With adherence to these requirements, future development under the Specific Plan would not generate runoff during construction that would NPDES permits or otherwise significantly affect surface water or groundwater quality. This impact would be *less than significant*, and no mitigation is required.

Postconstruction

Similar to existing conditions, stormwater runoff with implementation of the Specific Plan would be generated from roadways, parking areas, rooftops, and hardscaping. Because the types of uses in the SPA would not change substantially, the types of pollutants in runoff would continue to be oil and grease, metals, pesticides/herbicides, bacteria, sediment, and trash. As noted above, the drainage study conducted for the proposed plan concluded that implementation of the Specific plan would likely reduce stormwater volume carrying pollutants because the proposed plan is required to incorporate LID features, such as implementation of County-mandated green building requirements, into project designs, thus reducing the amount of impermeable surfaces generating runoff (Fusco Engineering 2009b).

To comply with the NPDES MS4 permit, under County Code Section 12.80, the projects implemented under the proposed Plan would be required to develop and implement a SUSMP throughout the operational life of the proposed Plan. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-construction discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. Such BMPs would include source control BMPs to prevent pollutants from entering into stormwater discharges and treatment control BMPs to remove pollutants from stormwater discharges. In addition, operation and maintenance measures would be implemented as part of implementation of project SUWMPs to separate stormwater from potential pollutants, and LID BMPs would be implemented to promote infiltration, in accordance

with the County’s LID Manual. More specifically, the SUSMP would identify potential and expected pollutants of concern (including those for which a TMDL has been adopted, see Impact 4.8-1) and require implementation of BMPs to limit the discharge of such pollutants.

Treatment control BMPs would also be required. In accordance with NPDES requirements, the treatment control BMPs would mitigate (infiltrate or treat) the first 0.75 inch of stormwater runoff from a first flush storm event. BMPs could include vegetated swales, detention basin (which could include vegetation and infiltration), and energy dissipaters. The specific BMPs would be determined for each individual project, and their incorporation into project design would be required as a condition of project approval and verified by the County prior to the issuance of grading or building permits.

The Specific Plan reinforces these permit requirements by including its own requirements incorporating BMPs into project design. In addition to those listed in Strategy C.1 (Storm Water Guidelines) which generally establishes the types of methods that could be used in the SPA and Strategy C.2 (Best Management Practices), which identifies specific BMPs required as part of project implementation. In addition, the preliminary storm water and water quality studies prepared for the Specific Plan identified possible LID methods that could be implemented for stormwater quality management. These would include source control structure BMPs such as landscape planning and design, roof runoff control, efficient irrigation, inlet trash racks, energy dissipaters. By design, the proposed plan also envisions that implementation would convert some vacant parcels and alleys into parkland and pedestrian walkways wherein permeable pavers and plantings could be introduced to absorb and treat stormwater and improve local water quality (Los Angeles County 2012, 2-15 and 2-21). On a regional scale, there may also be opportunities to use open spaces, and existing storm drain systems in close proximity to open spaces may facilitate additional water treatment opportunities (Fusco Engineering 2009c). All of these approaches would be consistent with and implemented through NDPES MS4 requirements. Therefore, because the future development under the proposed Plan would implement applicable NPDES requirements, SUWMP and LID BMPs, and Specific Plan Strategies, which would be monitored and enforced by the County to demonstrate that surface water or groundwater quality in not adversely affected by the proposed Plan, this impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Chapter 12.84 and Title 22, Chapter 22.52)?
-----------	--

Impact 4.8-8 Implementation of the Specific Plan would not conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code Title 12, Chapter 12.84, and Title 22, Chapter 22.52). This impact would be *less than significant*.

As described above, County Code Chapter 12.84 requires the use of Low Impact Development (LID) principles in development projects. All new development and redevelopment under the jurisdiction of Los Angeles County is required to meet LID requirements. This would apply to all future development under the proposed Plan. All projects implemented under the Specific Plan would be required to prepare and implement an LID plan that would be submitted to the County for review and approval. BMPs required per approval of the LID plan would be included as conditions of approval for all projects.

The Specific Plan includes strategies (listed above) that are intended to implement the County's LID requirements. Strategy C.1 (Storm Water Guidelines) generally establishes the types of methods that could be used in the SPA. Strategy C.2 (Best Management Practices) identifies specific BMPs. In addition, the preliminary storm water and water quality studies prepared for the Specific Plan (Fusco Engineering 2009c) identified possible LID methods that could be implemented for stormwater quality management. For major streets, these could include permeable paving, integrated landscape, stormwater planters, tree box filters, median bioswales, enhanced tree canopy, and recycled water irrigation. Small scale retail/commercial development could include pervious pavement, curbless or notched curbs, stormwater planters/bioretenion, cisterns for water reuse, and drywells. At schools, civic facilities, and athletic fields, dual-use basins and fields, underground storage and reuse, drywells, and synthetic turf could be used. For parks and open space, LID methods could include bioswales or local bioretention (Fusco Engineering 2009c).

Under the LID Ordinance, the County would be responsible for ensuring any residential development and redevelopment of four units or less, or remodels affecting more than 50 percent of the original home footprint includes at least two of the following items into site design: porous pavement, downspout routing (cistern/rain barrel, rain garden/planter box), disconnect impervious surfaces, dry well, landscaping and landscape irrigation, or green roof.

All residential developments of five units or greater and all nonresidential developments must follow the LID Hydrologic Analysis techniques. Large-scale residential and nonresidential development projects are required to prioritize the selection of BMPs to treat stormwater pollutants, reduce stormwater runoff volume, and promote groundwater infiltration and stormwater reuse in an integrated approach to protecting water quality and managing water resources. BMPs must be implemented in the following order of preference: (1) BMPs that promote infiltration, (2) BMPs that store and beneficially use stormwater runoff, (3) BMPs that use runoff for other water conservation uses, and (4) if item 3 is technically infeasible, the proponent must submit a plan for approval by the Public Works director that demonstrates compliance with LID requirements to the maximum extent practical. The manual prescribes the specific approach to determining how each of these three BMPs can be accomplished. In addition, the manual establishes that runoff from the water quality design storm event associated with the developed site hydrology must be treated before discharge in compliance with the NDPES MS4 permit.

Because the County is responsible for ensuring projects implemented under the Specific Plan comply with LID requirements and the Specific Plan includes design strategies that, at a general level, are intended to demonstrate how projects would comply with LID requirements, this impact would be *less than significant*.

Threshold	Would the project result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?
-----------	---

Impact 4.8-9 **Implementation of the Specific Plan would indirectly result in nonpoint source pollutant discharges into a State Water Resources Control Board-designated Area of Special Biological Significance. This impact would be *less than significant*.**

Los Angeles County, the Los Angeles County Flood Control District, cities and other public jurisdictions, and private property owners own and maintain dozens of storm drains that discharge into ASBS-24, an Area of Special Biological Significance located along the coast of Ventura County and Los Angeles County, extending from Mugu Lagoon to Latigo Point, approximately 20 miles from the SPA. Stormwater runoff from the SPA would discharge into the County's storm drain system, which could ultimately drain, in combination with other flows from numerous other sources, to ASBS-24. However, there would be no direct discharge of stormwater into this area. As described in Impact 4.8-7 and Impact 4.8-8, the Specific Plan and NPDES permitting requirements would require that project proponents incorporate stormwater quality BMPs and LID principles into project design which would reduce pollutants in runoff. These measures would also be included as conditions of project approval. Further, no substantial change in the types of pollutants is expected, and it is anticipated there would be a reduction in stormwater runoff. Therefore, the proposed plan would have a *less-than-significant* impact on ASBS-24, and no mitigation is required.

Threshold	Would the project otherwise substantially degrade water quality?
-----------	--

Impact 4.8-10 **Implementation of the Specific Plan would not otherwise substantially degrade water quality. This impact would be *less than significant*.**

Potential water quality impacts of implementing the proposed Plan are described in Impact 4.8-1, Impact 4.8-7, and Impact 4.8-8. No other potential types or sources of water quality impairment as a result of implementing the proposed Plan have been identified. This impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project place structures in areas subject to inundation by seiche, tsunami, or mudflow?
-----------	---

Impact 4.8-11 **Implementation of the Specific Plan would not place structures in areas subject to inundation by seiches. This impact would be *less than significant*.**

There is only one enclosed water body in the SPA that could result in seiche (oscillating water movement due to seismic events that can result in overtopping of the water body and subsequent flooding), identified as the 2.4-acre Belvedere Park Lake. The Lake is centrally located in the 31-acre Belvedere Park, and is set at a lower elevation than the surrounding grassy slopes. Therefore, even if subject to seiches during a seismic event, the surrounding higher elevations would be anticipated to contain the water and prevent off-site flooding. Therefore, this impact would be *less than significant*.

4.8.4 Cumulative Impacts

The analysis of hydrology/water quality impacts resulting from the adoption and implementation of the proposed plan considers the effects of future growth and development throughout the geographic extent of the East Los Angeles Community Plan area. The cumulative context for the analysis of hydrology and water quality impacts is a function of the type of impact and geographic considerations. Some cumulative impacts may have a broad, regional context, while others may be limited by site-specific conditions or location. The cumulative context regarding flooding and drainage and water quality is described at the beginning of each analysis, below.

■ Drainage

The cumulative context for storm drainage impacts is the service area for the LACDPW Flood Control District. There are no natural surface water drainages that would directly receive storm flows from the proposed Specific Plan. Stormwater flows from the SPA currently combine with those from surrounding development in the greater Los Angeles area and are discharged into the storm drain system. Drainage in the SPA is regulated by the Los Angeles County Department of Public Works (LACDPW), which has jurisdiction over regional drainage facilities and local drainage facilities within the unincorporated portions of the County. The LACDPW Hydrology Manual requires a storm drain conveyance system be designed for a minimum 25-year storm event and the combined capacity of a storm drain and street flow system accommodate flows from a 50-year storm event. The County also limits the allowable discharge into existing storm drain facilities. These performance standards would apply both to the proposed plan and to cumulative development contributing flows to the system. The proposed Plan is almost entirely built out with impervious surfaces, and flows from those areas are already accounted for in system capacity. Further, as described above, potential projects that could be implemented under the proposed Plan would not result in substantial increases in impervious surfaces because development within the SPA is expected to result in a reduction in overall runoff due to the increased stringency of local and federal requirements and guidelines applicable to new development. As discussed above, these requirements would be implemented through preparation, review, approval, and implementation of SUSMPs and LID plans, along with compliance with local, state, and federal permitting requirements. These requirements also would be applicable to other cumulative projects within the service area. Therefore, cumulative impacts related to drainage would be *less than significant*.

■ Water Quality

The cumulative context for water quality is existing and reasonably foreseeable development in the Los Angeles River watershed. The LARWQCB has identified water quality impairment in the watershed and in Reach 2 of the Los Angeles River, resulting in the need for bacteria, nutrients, metals, toxics, and trash TMDLs, as indicated in the Environmental Setting in this section. With respect to construction, all development within the Los Angeles River watershed is required to conform to applicable WDRs. Cumulative development projects within the watershed would be required to implement construction BMPs, as would projects facilitated by adoption and implementation of the proposed Plan. Both the City of Los Angeles and Los Angeles County are required to impose these requirements. Stormwater runoff from cumulative development in the watershed, including development that could be facilitated by the

proposed Plan, could contribute to water quality impairments if measures are not implemented to minimize pollutant levels in runoff. Therefore, a cumulative impact would occur.

All foreseeable development projects, including those within the SPA, also would be required to implement operational BMPs to control the release of pollutants in stormwater runoff. Required BMPs would be documented in SUSMPs and LID plans prepared for individual development projects. Requirements of SUSMPs prepared for individual development projects would be enforced through the County's project approval and permit process, and all new development projects would be subject to inspection. Furthermore, all applicable projects must comply with County Code Section 12.80 and Section 12.84, which govern pollutant control requirements and construction activity requirements. Redevelopment/TOD typically would be limited to infill projects, the nature of which would not significantly change the types or amounts of pollutants in stormwater runoff. Further, noted above, the proposed plan is expected to result in an overall reduction in runoff within and from the SPA. Therefore, the Specific Plan's contribution to known water quality impairments would not be cumulatively considerable.

4.8.5 References

- California Department of Water Resources. 2004. Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin. In *California's Groundwater*, DWR Bulletin 118.
- California Water Service Company (CWSC). 2011. *2010 Urban Water Management Plan East Los Angeles District*, June.
- Fuscoe Engineering. 2009a. *3rd Street Corridor Specific Plan East Los Angeles, California, Preliminary Sewer Systems Analysis*, August 26.
- . 2009b. *3rd Street Corridor Specific Plan Preliminary Storm Drain System Analysis*, October.
- . 2009c. *3rd Street Corridor Specific Plan Preliminary Water Quality Analysis*, October.
- . 2009d. *3rd Street Corridor Specific Plan Preliminary Water Systems Analysis*, October.
- Local Area Formation Commission for the County of Los Angeles (LAFCCCLA). 2011. *East LA Incorporation Initial Study/Negative Declaration*. SCH #2011071048, August.
- Los Angeles County. 2009. *County of Los Angeles Low Impact Development Standards Manual*, January.
- . 2012. *East Los Angeles 3rd Street Specific Plan*, revised draft November.
- . 2013a. *East Los Angeles 3rd Street Specific Plan Draft Initial Study*, July.
- . 2013b. *Los Angeles County Code*. Chapter 12.80 (Stormwater and Runoff Pollution Control); Chapter 12.84 (Low Impact Development Standards).
- . 2013c. *Los Angeles County General Plan 2035 Public Review Draft*. Appendix E (Conservation and Natural Resources Element), October.
- Los Angeles County. Multipollutant TMDL Implementation Plan for the Unincorporated County Area of the Los Angeles River Watershed. 2010.

Los Angeles County Department of Public Works (LACDPW). 2006. *Hydrology Manual*, January.

———. 2013. Groundwater Well Data. Wells 2856D and 2837D.

<http://dpw.lacounty.gov/general/wells/>.

Los Angeles County Department of Regional Planning (LACDRP). 1980. *Los Angeles County General Plan. General Goals and Policies Element, Conservation and Open Space Element, and Water and Waste Management Element.*

Los Angeles Regional Water Quality Control Board (LARWQCB). 2010. *The Water Quality Control Plan Los Angeles Region Basin Plan.*

———. 2011. *Final California 2010 Integrated Report (303(d) List/305(b) Report).*

Water Replenishment District of Southern California (WRDSC). 2013. *Regional Groundwater Monitoring Report Water Year 2011–2012, Central and West Coast Basins*, March.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.9 LAND USE/PLANNING

This section of the Draft EIR analyzes the potential impacts on land use/planning from implementation of the proposed Plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Draft EIR Appendix F, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); the East Los Angeles Community Plan (Los Angeles 1988); and the Los Angeles County Code. All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.9.1 Environmental Setting

The SPA is located in an unincorporated portion of southern Los Angeles County, which encompasses the Los Angeles metropolitan area. This portion of the County exhibits intensive development and the urban form is characterized by an extensive freeway system, a variety of ornamental vegetation introduced from around the world, and an orientation to outdoor living. Development reflects relative modernity, as much of the region was built upon after 1900 and a large percentage was constructed after 1945.

The SPA is located in the geographic center of the unincorporated East Los Angeles community, which is located approximately 5 miles east of downtown Los Angeles. East Los Angeles is located between the City of Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east, and Commerce to the south (see Figure 3-1 [Regional Location Map] and Figure 3-2 [Specific Plan Area Map]). The approximately 2.5-square-mile SPA is comprised of the properties located within 0.5 mile to the north and south of four Metro Gold Line rail stations located within the SPA (Figure 3-3 [Proposed Regulating Plan]). The SPA is roughly bounded by Cesar Chavez Avenue to the north, Indiana Street to the west, Hubbard and Sixth Streets to the south, and Margaret Avenue and Atlantic Boulevard to the east. The SPA is bisected by the Pomona Freeway (State Route 60 [SR-60]) and Long Beach Freeway (Interstate 710 [I-710]) and is located about 0.5 mile north of the Santa Ana Freeway (I-5).

■ Specific Plan Area Characteristics

Comprised of approximately 1,129 acres, the SPA is generally flat, with elevations ranging from about 200 to 330 feet above mean sea level. The SPA consists of similar land uses to the larger East Los Angeles Community Plan area, including low medium density and medium density residential, commercial manufacturing, and low density residential further north. Adjacent to the SPA boundaries are low medium density and medium density residential neighborhoods on all sides. While the East Los Angeles Community Plan area and the SPA are heavily urbanized and are traversed by several large freeways, the community has generally managed to retain many of its single family neighborhoods.

Public uses are interspersed throughout the SPA and the largest public use area consists of the Calvary Cemetery. Commercial land uses typically support the surrounding neighborhood and are primarily located along the main arterials, such as, Cesar Chavez Avenue, and 3rd Street; and Whittier Boulevard (which is located approximately 0.3 mile south and outside of the SPA). Major commercial development

is located along Atlantic Avenue. Belvedere Park north, Belvedere Park south, and Obregon Park are located in the SPA and total 55.6 acres. Two additional parks, Salazar Park and Atlantic Boulevard Park, are located just outside the SPA. Three sizable cemeteries are located in the SPA and total 147 acres. These include the Chinese Cemetery, the Serbian Cemetery, and Calvary Cemetery. The Russian Molokan Cemetery, outside the SPA to the south, adds additional acreage. Thirteen public schools are in the SPA, including seven elementary, two middle, and three high schools, as well as one K–12 special education center.

SR-60 and I-710 bisect the SPA, and several major and secondary transit corridors are present. Major north/south corridors consist of Atlantic Avenue and Arizona/Mednik Avenue, while 3rd Street and Whittier Boulevard serve as major east/west corridors. Secondary north/south corridors are found along Indiana Avenue, Downey Road, and Eastern Avenue, and secondary east/west corridors are Cesar Chavez Avenue (Brooklyn Avenue) and 1st Street.

■ Existing Land Use Designations

The Los Angeles County General Plan Land Use Element establishes nine generalized land use classifications and two land development/management concepts. These classifications are shown on the County's Land Use Maps and are explained in detail below:

■ Classifications:

- > Low Density Residential: This classification is applied to areas that are particularly suitable for single family detached housing units, including large lot estates and typical suburban tract developments. Densities typically range from one to six units per gross acre. The intent of this classification is to maintain the character of existing low density residential neighborhoods and also to provide additional areas to accommodate future market demand.
- > Low-Medium Density Residential: This classification is applied to areas particularly suitable for small lot single family residences, twinhomes, duplexes, and townhouse development. The intent of this category is to encourage housing alternatives, at densities ranging from six to twelve units per gross acre.
- > Medium Density Residential: This classification is applied to areas considered suitable for multiple unit development including garden apartments and multi-plex development in addition to high density townhouse developments. Such areas are typically located along major transportation corridors, in or near urban community centers. Development generally does not exceed two stories in height, and ranges in density from 12 to 22 units per gross acre.
- > High Density Residential: This classification is applied to areas that are suitable for medium and high-rise apartments and condominiums, three or more stories in height. The intent of this classification is to provide for high density residential development in appropriate locations, conveniently accessible to, or within multipurpose urban centers. Densities generally exceed 22 units per gross acre.
- > Major Commercial: This classification applies to areas that reflect the County's status as both a major regional employment center and a national and international center of business, trade and finance. Typical use patterns include central business districts, regional office complexes, major shopping malls and centers, major commercial recreation facilities and a range of

mixed commercial retail and service activities. Community and neighborhood-serving commercial uses are generally not shown in this classification on the County's Land Use Map, but can be appropriately established at locations which conveniently serve local market areas.

- > **Major Industrial:** This classification applies to areas which are considered generally appropriate for major industrial uses including manufacturing of all types, mineral extraction sites, refineries, warehousing and storage, and product research and development. The intent of this category is to assure that sufficient land is allocated for a wide range of industry and industry-related activities serving both the domestic and export markets and providing jobs for a large portion of the resident labor force. Small scale local industrial services are not shown on the County's Land Use Map and may be established at locations to serve local needs.
 - > **Public and Semi-Public Facilities:** This classification is depicted on the County's Land Use Map as including areas with major existing and proposed public and semi-public uses, such as airports and other major transportation facilities, solid and liquid waste disposal sites, utilities, public buildings, public and private educational institutions, religious institutions, hospitals, detention facilities and fairgrounds. This classification provides for the continued operation, expansion and construction of new facilities, as necessary, to serve current and future County residents.
 - > **Non-Urban:** This classification primarily applies to lands located within the mountain, foothill, and high desert areas of the County, not currently planned for urban use or scheduled to receive an urban level of service. The intent of this classification is to maintain the character of dispersed non-urban settlements and communities; provide for agricultural and mineral production; preserve areas of significant natural and scenic resources; and avoid intensive development of areas subject to severe natural hazards or lacking essential services and facilities.
 - > **Open Space:** This classification includes both public and privately owned lands that are committed to long term open space use, and lands intended to be used in a manner compatible with open space objectives. Major open space areas reflected on the County's Land Use Map include regional parks, beaches, golf courses, cemeteries, sanitary landfills and military reservations. Examples include Angeles National Forest, Los Padres National Forest, and the open space easement on Santa Catalina Island.
- **Land Development/Management Concepts:**
- > **Rural Communities:** These consist of clustered, non-urban settlements served by a non-urban level of commercial and public facilities. These communities vary in terms of size and intensity of development, and range in function from rustic bedroom communities within or near highly urbanized communities, to focal points or activity nodes serving more dispersed non-urban areas. These areas are further discussed in the General Goals and Policies chapter of the Los Angeles County General Plan.
 - > **Significant Ecological Areas (SEA)/Habitat Management:** The SEA classification identifies lands having important biological resources, including habitats or rare and endangered species, sites with critical fish and wildlife values, relatively undisturbed areas of typical natural habitat and regionally scarce biotic resources. The intent of the countywide General Plan is to preserve and enhance, to the extent possible, SEAs for the benefit of present and

future County residents. These areas are further discussed and are set forth in the Conservation and Open Space Element of the Los Angeles County General Plan. No SEAs are currently located within the Community of East Los Angeles or the SPA.

The SPA contains multiple Community Plan designations, including the following adopted land use designations:

- **Low Density Residential (LD):** Areas suited for single-family housing on moderately sized lots in flat terrain and larger lots in hilly areas. The maximum density is eight dwelling units per acre, or roughly one home for each 5,000 square feet of lot area—2.14 acres
- **Low Medium Density Residential (LMD):** Areas suited for predominantly single-family housing, duplex and townhouse development on moderately sized lots with some low-rise garden apartments on consolidated lots. The maximum density is 17 dwelling units per new acre. This equates to about two homes or a duplex on each 5,000 square feet of lot area—401.86 acres
- **Medium Density Residential (MD):** Areas suited for apartments and other multi-family housing, generally not exceeding three stories in height. The maximum density is 30 dwelling units per net acre—250.80 acres
- **Commercial Residential (CR):** Areas containing mixtures of commercial and residential uses. The commercial uses permitted within this category are primarily neighborhood commercial (C-2), while residential densities are limited to 30 dwelling units per acre (medium density)—43.29 acres
- **Community Commercial (CC):** Areas with mostly small businesses in centers or along strips. These businesses are basically oriented to serving the needs of surrounding neighborhoods and have little regional attraction. Isolated establishments are generally not shown—55.06 acres
- **Major Commercial (MC):** Areas containing mixtures of small and large businesses in major areas. These areas are oriented toward the greater East Los Angeles area—31.54 acres
- **Commercial Manufacturing (CM):** Areas containing businesses mixed with small warehousing, light manufacturing, assembly plants, wholesaling, and other uses that do not generate large amounts of traffic, noises, congestion or odors—16.23 acres
- **Public Use (P):** Schools; Elementary secondary and special education facilities, Parks/Open Space; Public parks and utility rights-of-way kept in open use; Public Buildings; Administrative headquarters and other governmental facilities, including neighborhood centers; Hospitals; Publicly-and privately-owned—327.69 acres
- **Transportation Corridor (TC):** Areas where retail and business services are concentrated, along with some interspersed housing. Generally, these areas support the adjoining residential neighborhoods.—0.01 acre

4.9.2 Regulatory Framework

■ Federal

There are no federal regulations related to land use that apply to the proposed Plan.

■ **State**

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

■ **Regional**

Southern California Association of Governments (SCAG)

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality.

On April 4, 2012, SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future with the primary goal of increasing mobility for the region's residents and visitors. The 2012–2035 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012–2035 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement.

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by the California Air Resources Board (California ARB). The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that

emphasizes system preservation, active transportation, and transportation demand management measures.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District (SCAQMD)

The SPA is also located within the South Coast Air Basin (Basin) and is therefore within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates to the AQMP, and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the National Ambient Air Quality Standards (NAAQS).

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and nonresidential uses.

Metropolitan Transportation Authority (MTA)

The 2004 Congestion Management Program for Los Angeles County (CMP) was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements), cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP.

The CMP is a comprehensive strategy to relieve traffic congestion and maintain levels of service on roadways within the Southern California region. The CMP is linked to the AQMP in several areas, but most particularly through the Transportation Control Measures (TCM). Most TCM projects identified in the RTIP are designed to help relieve congestion at the local level. Thus, implementation of the AQMP helps local governments tackle congestion, which, in turn, reduces emissions from idling vehicles or the number of vehicles traveling on congested roadways, and also helps maintain the level of service (LOS) standards. At the same time, the CMP process provides local governments a mechanism to contribute to the regional effort toward attaining the air quality standards.

■ Local

Los Angeles County General Plan

The Los Angeles County General Plan addresses countywide goals and policies relative to the distribution of land use, both public and private. The countywide General Plan Elements include the Conservation and Open Space Element, Land Use Element, Housing Element, Transportation Element, Water and Waste Management Element, Economic Development Element, Safety Element, Noise Element, and the Scenic Highway Element. These elements provide long-range county policy and direction, taking county goals and needs into account.

The Land Use Element of the General Plan addresses countywide policies relative to the general location and intensity of land use. It provides the following objectives:

Objectives

- To provide for land use arrangements that take full advantage of existing public service and facility capacities
- To maintain and enhance the quality of existing residential neighborhoods
- To coordinate land use with existing and proposed transportation networks
- To situate commercial activities in viable clusters that conveniently serve their market areas
- To provide commercial and industrial lands sufficient to accommodate the projected labor force

- To encourage high quality design in all development projects, compatible with and sensitive to the natural and manmade environment
- To foster compatible land use arrangements that contribute to reduced energy consumption and improved air quality
- To provide a land use decision-making process supported by adequate information and ongoing citizen participation
- To encourage more efficient use of land, compatible with and sensitive to natural ecological, scenic, cultural and open space resources

East Los Angeles Community Plan

The East Los Angeles Community Plan addresses community development goals and policies relative to land use. The Plan includes Physical Environment Goals, as follows:

- To retain the single-family residential life style of the community
- To meet housing demand, both present and future, especially for low- and moderate-income families
- To improve local transit and circulation
- To protect the community health, safety and general welfare
- To encourage high standards of development and improve the aesthetic qualities of the community

Zoning Ordinance (Los Angeles County Municipal Code Title 22)

Los Angeles County Code Title 22 is known as the Zoning Ordinance. This Ordinance provides guidance on permitted uses in a variety of different zones, including residential, agricultural, combining, commercial, industrial and special purpose zones. Such uses must be consistent with the General Plan, Local Plans and/or Community Standards Districts. Whenever Specific Plan contains provisions that establish regulations (including but not limited to, standards such as heights, uses, parking requirements, and signage) which are different from, more restrictive or more permissive than would otherwise be allowed pursuant to the provisions contained in the Zoning Ordinance, the Specific Plan shall prevail and supersede the applicable provision of the Zoning Ordinance. For matters on which this Specific Plan is silent, applicable provisions of the Zoning Ordinance shall control. Whenever this Specific Plan states it supersedes and replaces specific provisions of the Zoning Ordinance, the specified provision(s) of the Zoning Ordinance shall not apply. Whenever this Specific Plan states that it modifies the applicability of specific provisions of the Zoning Ordinance, the specified provision(s) of the Zoning Ordinance shall only apply as modified by this Specific Plan.

East Los Angeles Community Standards District

Los Angeles County has established Community Standard District (CSD) regulations to supplement the countywide zoning and subdivision regulations. A CSD provides the means for implementing special development standards contained in adopted neighborhood, community, area, specific and local coastal plans, or to provide a means of addressing special problems which are unique to certain geographic areas

within the unincorporated areas of Los Angeles County. The East Los Angeles CSD has been established to ensure that the goals and policies of the adopted East Los Angeles Community Plan are accomplished in a manner which protects the health, safety and general welfare of the community (22.44.118). Guidance is provided on permitted fencing, height limitations on buildings, landscaping, signage, and specific provisions are provided for the Whittier Boulevard Area, Commercial/Residential Mixed Use Area, Maravilla Redevelopment Project Area, and the Union Pacific Area (all of which are located outside of the SPA). The East Los Angeles CSD Map shows the following portions of the SPA as having Area Specific Standards:

- Cesar Chavez Avenue, between San Carlos Street and Eastern Avenue (Commercial/Residential Mixed Use Area)
- 1st Street, between Eastman Avenue and Sunol Drive
- Pomona Boulevard, between Atlantic Boulevard and Sadler Avenue
- 3rd Street, between Indiana Street and Eastern Avenue (excluding SR-60)
- Indiana Street, between 3rd Street and Hubbard Street (extends south to near Percy Street, beyond the SPA, and excludes SR-60)

To advance the goals and implement the Specific Plan, the CSD will be repealed for the SPA.

■ Proposed Specific Plan Policies

Below are the proposed Plan's goals and policies that relate to land use and urban form. The policies of the proposed Plan provide guidance for new development and mobility and public improvements within the SPA. These policies apply globally throughout the SPA and supplement the goals and policies of the adopted Los Angeles County General Plan and the East Los Angeles Community Plan. Development proposals must be found to be consistent with the policies of both the General Plan and proposed plan.

Goal 1 Land uses shall enhance the area's economic viability and provide employment, retail and housing opportunities which directly benefit the community.

Policies

- Increase residential and employment uses around the Gold Line Stations and transform these areas into mixed use centers to increase the customer base and employment opportunities.
- Designate areas along 3rd Street, Cesar Chavez Avenue, Atlantic Boulevard, and portions of 1st Street as mixed-use; accommodate neighborhood-serving commercial, office and medium density residential uses.
- Designate the isolated stretch along 3rd Street between the freeways as mixed-use; connect the area to transit and the neighborhoods; accommodate neighborhood-serving commercial, office and medium density residential uses.
- Maximize shallow-depth parcels with mixed-use buildings to provide retail or office space on the ground floor and residential on upper floors.

- Provide a range of commercial and office uses that complement existing employment centers, including near the Civic Center and Kaiser Medical facility areas.
- Encourage a balanced mix of national and local retailers similar to those found near Mednik Avenue and 3rd Street.

Goal 2

Accommodate transit-supportive residential densities are accommodated in a manner that protects and preserves the character of the existing residential neighborhoods.

Policies

- Focus higher density residential uses near the transit stations in mixed-use buildings.
- Focus medium-density residential uses along the mixed-use corridors in mixed-use, courtyard and rowhouse building types.
- Ensure that new development incorporates context-sensitive transitions that are compatible with adjacent residential areas.

Goal 3

Maintain stable and healthy residential neighborhoods.

Policies

- Retain the prevailing densities in the residential neighborhoods.
- Establish standards for new construction that are compatible with the existing single- and two-family residential character.
- Strengthen neighborhood identity through streetscape improvements, increased open space and recreational outlets, and encouraging community participation in the planning and improvement of neighborhoods.

Goal 4

Maintain and foster a rich set of urban public spaces, including parks, plazas, schools and other civic institutions connected by a network of green streets.

Policies

- Strengthen the Civic Center's role as a focus for community gathering by accommodating building types and uses that complement existing facilities.
- Promote public plazas as part of new development that are open to the street and provide a place for outdoor dining or socializing.
- Encourage sidewalk dining by widening sidewalks and planting street trees in mixed use areas.
- Establish standards for retail display windows that attract shoppers and complement the pedestrian experience.

Goal 5 Design and develop buildings that provide architectural variety, natural light, quality design, and compatibility with the historic scale and character of East Los Angeles.

Policies

- Establish building and frontage design standards which create architecturally interesting buildings with varied and appropriate massing and scale that integrate with the existing community character.
- Encourage infill development along 1st Street and Cesar Chavez Avenue that visually unifies the street; respect the street-oriented development pattern of existing buildings.

Goal 6 Maintain and foster a pedestrian-friendly community where each building has a relationship with the street and each neighborhood is connected to the larger community.

Policies

- Establish 1st Street as a “main street” in order to provide a destination for local-serving shops and restaurants, and a safe pleasant environment for shoppers.
- Reinforce the connection along Atlantic Boulevard to the Atlantic Station by fostering a pedestrian friendly environment, while still accommodating auto-oriented businesses in the Atlantic Boulevard Zone.
- Create and foster a pedestrian-friendly community with design guidelines that establish building façade treatments, landscape standards, street trees, street and security lighting, alleys, sidewalks, and other pedestrian amenities.
- Provide a varied palette of street furnishings, including benches and trash receptacles that respond to the needs of pedestrians.

Goal 7 Experience art and culture through the growth and expansion of public art.

Policies

- Use civic art to identify areas with unique characteristics; identify important public places and buildings with public art features.
- Integrate works of public art into new development projects; encourage participation of local artists as part of the design team from the project’s inception.
- Incorporate public art into infrastructure projects.
- Encourage works of public art that celebrate local history and culture, and reflect the tradition of excellence and innovation in the arts.

4.9.3 Impact Analysis and Mitigation Measures

■ Methodology

The analysis in this section addresses the compatibility of land uses identified in the proposed Plan with existing and already approved uses within the SPA and planned uses adjacent to the SPA. The analysis of

potential land use impacts also considers consistency of the proposed Plan with adopted plans, policies, and ordinances that regulate land use in the SPA.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on the 2013 CEQA Guidelines. For purposes of this EIR, implementation of the proposed plan may have a significant adverse impact on land use/planning if it would:

- Physically divide an established community
- Be inconsistent with the applicable County plans for the subject property including, but not limited to, the general plan, specific plans, local coastal plans, area plans, and community/neighborhood plans
- Be inconsistent with the County zoning ordinance as applicable to the subject property
- Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?

■ Effects Not Found to Be Significant

Threshold	Would the project physically divide an established community?
-----------	---

The purpose of the Specific Plan is to promote transit-oriented development (TOD) within the SPA in response to the anticipated economic opportunities resulting from the extension of the Gold Line into East Los Angeles. Components of a TOD neighborhood include vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces; multi-modal streets to accommodate pedestrians, bicyclists, and vehicles; mix of uses with residential and employment densities that support transit use; and a range of housing options. The Community Development Principles that guide the proposed Plan are aimed at establishing and reinforcing the neighborhood character of East Los Angeles, providing for a variety of housing types that are compatible with existing types and neighborhoods, enhancing the quality of jobs and retail opportunities, and increasing the mobility and safety of vehicle, bicycle, and pedestrian traffic. The SPA is almost fully developed and would involve infill development in vacant and underutilized zones. While change is anticipated along the various mixed-use corridors and in the vicinity of the four Gold Line stations along 3rd Street, minor change is expected in residential neighborhoods and is focused on aesthetic improvements to existing streetscapes to enhance the quality of life in East Los Angeles. Thus, the Specific Plan has been designed to create mixed-use transit centers around the Gold Line stations for residents, visitors and employees while simultaneously creating a desirable living environment for existing and future residents in terms of neighborhood features and amenities. In this manner, the proposed Plan does not include any extensions of roadways or other development features through currently developed residential areas that would physically divide or isolate the existing neighborhoods or the established community. **No impact** would occur, and no further analysis of this threshold is required in this EIR.

Threshold	Would the project conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria??
-----------	--

There are no applicable Hillside Management criteria for the SPA. No SEAs are currently located within the Community of East Los Angeles or the SPA. No other applicable land use criteria other than as discussed below exist for the SPA. **No impact** would result, and no further analysis of this threshold is required in the EIR.

Threshold	Would the project be inconsistent with the County zoning ordinance as applicable to the subject property?
-----------	---

The Specific Plan contains provisions that establish regulations (including but not limited to, standards such as heights, uses, parking requirements, and signage) which are different from, more restrictive or more permissive than would otherwise be allowed pursuant to the provisions contained in the Zoning Ordinance. The Specific Plan shall prevail and supersede the applicable provision of the Zoning Ordinance. For matters on which this Specific Plan is silent, applicable provisions of the Zoning Ordinance shall control. As such, the proposed project would not be inconsistent with the County zoning ordinance as applicable to the subject property due to the established provisions in the SPA superseding the County zoning ordinance in such cases of conflict and the applicable provisions of the zoning ordinance establishing regulations when the Specific Plan does not apply. **No impact** would result, and no further analysis of this threshold is required in the EIR.

■ Project Impacts and Mitigation

Threshold	Would the project be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?
-----------	---

Impact 4.9-1 **Implementation of the Specific Plan would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be *less than significant*.**

The proposed Plan defines a vision and establishes standards and strategies for the revitalization of the SPA using the principles of TOD. Components of a TOD neighborhood include vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces; multi-modal streets to accommodate pedestrians, bicyclists, and vehicles; mix of uses with residential and employment densities that support transit use; and a range of housing options. The proposed Plan is focused on the physical and economic change that is expected in the SPA with operation of the Gold Line light-rail transit corridor.

The four station areas along 3rd Street would be transformed into transit centers, with a mix of uses. The SPA corridors would experience moderate change, with sensitive infill development, an improved streetscape, and an increase in the variety and quality of goods and services. Minor changes would be expected in the residential neighborhoods, and are focused on aesthetic improvements to existing streetscapes to enhance the quality of life in the SPA.

The proposed Plan includes amending the East Los Angeles Community Plan to include a Specific Plan overlay for the SPA and changes to zoning designations. The Specific Plan will allow existing development and uses and existing nonconforming development and uses in the SPA that legally exist at the time of adoption to continue until such time as such development is replaced and/or the uses are terminated by the property owner. Upon termination of existing uses or replacement of existing development by the owner, the Specific Plan would require all new land use and development activity on affected sites to conform to the Specific Plan.

The primary policy issues and expected land use changes associated with implementation of the proposed plan include:

- Implement a form-based code that supersedes the Zoning Ordinance to better ensure good urban form, quality, and a pedestrian-oriented community.
- Establish mixed-uses by right (except in LMD, OS, and CV zone) to foster a more walkable, safer, and people-oriented area.
- Foster the development of additional residential units by allowing mixed uses in the TOD, CC, FS, AB, and NC zones by right.
- Better balance parking standards for an established community within the context of the Gold Line by reducing the minimum amount of parking for all uses in the SPA, by allowing shared parking facilities, and by requiring no additional on-site parking for a change of use within an existing building.
- Improve pedestrian comfort and safety and access to transit by encouraging a mixture of housing, office, retail, service, and other neighborhood-serving amenities and development to be integrated into a walkable, people-oriented neighborhood.
- Foster streetscape improvements and traffic calming measures through tree plantings and landscaping in the public realm.
- Implement the County's Bicycle Master Plan to foster a safer bicycling experience for both transportation and recreation.
- Improve enforcement of land use control standards through a discrete set of predictable development standards that better ensure good urban form and quality.
- Improve and increase access to open space and recreation by promoting the shared use of existing school recreational facilities.
- Protect the character of existing residential neighborhoods by focusing transformative changes in Specific Plan and the development code to the TOD, CC, FS, AB, and NC zones.

Consistency with County Plans, Policies, and Regulations

The following analysis evaluates the proposed plan for consistency with specific policies included in the Los Angeles County General Plan Land Use Element and the East Los Angeles Community Plan. Because of the expansive nature of the documents, it cannot be expected that every goal and objective would apply to each project. The following analysis focuses on those issues which are salient for reasons of relevance. A discussion of project compatibility with relevant land use goals and policies associated with the Los Angeles County General Plan (Table 4.9-1 [Project Consistency with the Los Angeles

County General Plan]) and the East Los Angeles Community Plan (Table 4.9-2 [Project Consistency with the East Los Angeles Community Plan]), as well as consistency with the SCAG Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision goals and policies (Table 4.9-3 [Project Consistency with the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy and Growth Visioning Goals and Policies]).

Table 4.9-1 Project Consistency with the Los Angeles County General Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Project Consistency</i>
Land Use Element	
Policy 1 Concentrate well designed high density housing in and adjacent to centers to provide convenient access to jobs and services without sacrificing livability or environmental quality.	Consistent: The project would focus higher density residential uses near the SPA Gold Line transit stations in mixed-use buildings. The Specific Plan would encourage use of alternative means of transportation that will result in improved access to jobs located near the SPA Gold Line stations, as well as throughout the regional rail system.
Policy 2 Encourage development of well designed townhomes, townhouses and garden apartments, particularly on by-passed parcels within existing urban communities.	Consistent: The project proposes to designate certain areas as mixed-use to allow for sensitive commercial and residential in-fill development, including areas along 3 rd Street, 1 st Street, Atlantic Boulevard, and Cesar Chavez Avenue. This would accommodate neighborhood-serving commercial, office and medium density residential uses. In addition, the project proposes to connect the isolated stretch along 3 rd Street, between the freeways, to transit and the neighborhoods, thereby accommodating medium density residential uses.
Policy 3 Place major emphasis on channeling new intensive commercial development into multipurpose centers.	Consistent: The project would increase residential and employment uses around the SPA Gold Line transit stations and transform these areas into mixed-use commercial and residential centers.
Policy 7 Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.	Consistent: A goal of the project is to ensure that buildings are scaled and massed to provide architectural variety, natural light, quality design, and compatibility with the historic scale and character of East Los Angeles. An associated policy is the establishment of building and frontage design standards which create architecturally compatible and interesting buildings with varied and appropriate massing and scale that integrate with the existing community character. Given the intensive development present in the SPA and the resultant extensive manmade environment, such goals and policies will ensure compatibility with the existing environment.
Policy 8 Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic.	Consistent: A goal of the project is to maintain stable and healthy residential neighborhoods via the following policies: retaining the prevailing densities in residential neighborhoods and establishing standards for new construction that are compatible with the existing single- and two-family residential character. In addition, a goal of the Specific Plan is that transit-supportive residential densities are accommodated in a manner that protects and preserve the character of the existing residential neighborhoods. An associated policy is ensuring that new development incorporates context-sensitive transitions that are compatible with adjacent residential areas. In this manner, incompatible uses that would cause environmental degradation would be avoided.
Policy 9 Promote neighborhood commercial facilities which provide convenience goods and services and complement community character through appropriate scale, design and locational controls.	Consistent: The project proposes to designate certain areas as mixed-use to allow for neighborhood-serving commercial development, including areas along 3 rd Street, 1 st Street, Atlantic Boulevard, and Cesar Chavez Avenue.

Table 4.9-1 Project Consistency with the Los Angeles County General Plan

Relevant Policy/Goal	Analysis of Project Consistency
<p>Policy 24 Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.</p> <p>Policy 25 Promote land use arrangements that will maximize energy conservation.</p>	<p>Consistent: The project proposes to increase residential and employment uses around the Gold Line Stations and transform these areas into mixed-use centers to increase the customer base and employment opportunities. This intensification maximizes the use of public transportation opportunities in the SPA.</p>
<p>Policy 27 Provide a land use mix at the countywide, areawide and community levels based on projected need and supported by evaluation of social, economic and environmental impacts.</p>	<p>Consistent: The project has been developed in response to anticipated economic opportunities arising from operation of the Gold Line along 3rd Street. The project proposes a mix of land uses that will enhance the area's economic viability and provide employment, retail and housing opportunities which directly benefit the community. This will be accomplished, in part, by the transformation of the areas around the Gold Line Stations into mixed-use centers to increase residential and employment uses, as well as the customer base and employment opportunities. Further, areas along 3rd Street, 1st Street, Atlantic Boulevard, and Cesar Chavez Avenue will be designated as mixed-use to accommodate neighborhood-serving commercial, office and medium density residential uses.</p>
<p>Policy 28 Ensure continuing opportunity for citizen involvement in the land use decision-making process.</p>	<p>Consistent: The project was initiated via Discovery Workshops with the East Los Angeles community and the East Los Angeles Planning Advisory Committee (ELAPAC) and as a policy the project intends to encourage community participation in the planning and improvement of neighborhoods.</p>
<p>Policy 29 Improve the land use decision-making process by closely monitoring and evaluating the cumulative impacts of individual projects and by modernizing development regulations.</p>	<p>Consistent: The project includes updated land use and development regulations that shall amend the East Los Angeles Community Plan and supersede those contained within the Zoning Ordinance with respect to properties located within the SPA. By design, the project modernizes regulations in the SPA in response to recent changes in availability to public transportation (Gold Line) and the anticipated resultant social and economic benefits associated with its operation.</p>
<p>Conservation and Open Space Element</p>	
<p>Policy 1 Encourage open-space easements and dedications as a means of meeting scenic, recreational and conservation needs.</p>	<p>Consistent: The project encourages open-space dedication to help meet deficiencies within the SPA for Regional and Local Parks. The project would aim to improve the park network by using streets and pedestrian connections, bringing these amenities within a reasonable walking and biking distance for all residents.</p>
<p>Policy 28 Develop local parks in urban areas as part of urban revitalization projects, wherever possible.</p>	<p>Consistent: The project encourages the development of local parks in urban areas through the generation of new open space in tandem with new development, requiring new development to have an engaging relationship to new existing parks, plaza, and streets to help meet deficiencies within the SPA for Regional and Local Parks. The project would provide varied open spaces that meet a wide range of active and passive recreational needs.</p>
<p>Transportation Element</p>	
<p>Policy 1 Provide transportation planning, services, and facilities that are considered with and support the County of Los Angeles General Plan.</p>	<p>Consistent: The project has been developed primarily with the strategic vision of utilizing the principles of TOD. The project involves the redevelopment of areas within specific Transit Corridors that support transportation services and facilities throughout the SPA. As such, the project would be consistent with the General Plan.</p>
<p>Policy 2 Provide transportation planning, services and facilities that provide access for equitable employment, educational housing and recreational opportunities.</p>	<p>Consistent: The project involves implementing the principles of TOD that will provide areas where retail and business services are concentrated along with some interspersed housing. Generally, these areas support the adjoining residential neighborhoods. The successful regeneration of the physical and economic fabric of these corridors depends on the ability of property owners and developers to profitably and incrementally develop new buildings that meet commercial and residential market demands, while at the same time contributing to the overall urban quality of their neighborhoods.</p>

Table 4.9-1 Project Consistency with the Los Angeles County General Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Project Consistency</i>
Policy 5 Coordinate land use and transportation policies.	Consistent: The project involves implementing the principles of TOD that will provide areas where retail and business services are concentrated along with some interspersed housing. Major change is expected along and around the Gold Line stations. These areas will be transformed into “transit centers” with mixed-use buildings. These mixed-used buildings should incorporate amenities such as public plazas, outdoor dining and public art. Transit centers will serve residents, visitors and employees. A marked increase in the variety and quality of goods and services is expected.
Policy 11 Support development of rail transit or exclusive bus lanes in high demand corridors when sufficient patronage, cost-effectiveness and support of land use policies are assured.	Consistent: The mobility plan for the project area utilizes the concept of “context sensitive” solutions (CSS) and design. In contrast to the conventional process of street design that relies solely on traffic volumes, CSS responds to the urban context, transit opportunities, pedestrian density and behavior, in addition to traffic volumes. This approach transforms streets into generators of place and incubators of value while maintaining safety and mobility. The network accommodates pedestrians, bicycles, transit, freight and motor vehicles with the allocation of right-of-way on individual streets determined through CSS.

Table 4.9-2 Project Consistency with the East Los Angeles Community Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
East Los Angeles Community Plan	
Maintain consistency between the Land Use Element, zoning ordinance, and all applicable County regulations and standards.	Consistent: The project includes land use and development regulations that shall supersede those contained within the Zoning Ordinance with respect to properties located within the SPA. Where no comparable development standard is found in this Specific Plan, the provisions of the Zoning Ordinance shall apply. Therefore, once adopted, the proposed plan will set and maintain the standards for the SPA and in all other instances the existing Zoning Ordinance will apply.
Encourage rehabilitation of existing commercial uses and development of new commercial infill along the major corridors (Whittier, Olympic and Atlantic Boulevards) where commercial uses are designated on the Land Use Plan Map and where transportation and other municipal services can support development.	Consistent: By design, the project defines a vision and establishes development standards and strategies for the revitalization of the SPA using the principles of TOD. Specifically, the project proposes to transform the transit areas around the Gold Line Stations into mixed-use centers and the areas along 3 rd Street, 1 st Street, Atlantic Boulevard, and Cesar Chavez Avenue as mixed-use to accommodate neighborhood-serving commercial, office and medium density residential uses. Infill development is encouraged along 1 st Street and Cesar Chavez Avenue that visually unifies the street and respects the street-oriented development pattern of existing buildings. In addition, the plan proposes to reinforce the connection along Atlantic Boulevard to the Atlantic Station by fostering a pedestrian friendly environment, while still accommodating auto-oriented businesses in the Atlantic Boulevard Zone.
Maintain and enhance the quality of healthy and stable residential neighborhoods. Allow the intensification of land uses only if it does not adversely impact existing uses, neighborhoods, and the existing character and density of the East Los Angeles Community. Encourage infill development in residential neighborhoods which is compatible with the density of existing development.	Consistent: A goal of the project is to maintain stable and healthy residential neighborhoods via the following policies: retaining the prevailing densities in the existing residential neighborhoods and establishing standards for new construction that are compatible with the existing single- and two-family residential character.

Table 4.9-2 Project Consistency with the East Los Angeles Community Plan

Relevant Policy/Goal	Analysis of Consistency
<p>Provide for new development which is compatible with and complements existing uses.</p>	<p>Consistent: As a goal, the project proposes to scale and mass buildings to provide architectural variety, natural light, quality design, and compatibility with the historic scale and character of the SPA and greater East Los Angeles area. Associated policy establishes building and frontage design standards which create architecturally interesting buildings with varied and appropriate massing and scale that integrate with the existing community character. For existing residential neighborhoods, a goal of the project is to preserve and maintain stable and healthy residential neighborhoods. Related policy includes the establishment of standards for new construction that are compatible with the existing single- and two-family residential character.</p>
<p>Encourage reconstruction of commercial areas which cannot be rehabilitated and which are designated for commercial use on the Land Use Plan Map.</p> <p>Limit new development to the densities designated on the Land Use Plan map by establishing zones and standards which correspond to the Land Use Plan Map.</p>	<p>Consistent: The project proposes to transform the areas around the Gold Line Stations into mixed-use centers, and designate other areas as mixed-use, including areas along 3rd Street, Atlantic Boulevard, 1st Street, and Cesar Chavez Avenue. This would accommodate neighborhood-serving commercial, office and medium density residential uses in areas already designated for commercial use, such as Cesar Chavez Avenue and 3rd Street. In addition, the plan proposes to reinforce the connection along Atlantic Boulevard to the Atlantic Station by fostering a pedestrian friendly environment, while still accommodating auto-oriented businesses in the Atlantic Boulevard Zone. This would allow the continued use of Atlantic Boulevard for commercial activities. Residential neighborhoods are expected to experience minor change, as a goal of the project is to preserve and maintain stable and healthy residential neighborhoods through the retention of prevailing densities. In residential areas, change is focused on aesthetic improvements to strengthen neighborhood identity through streetscape improvements and increased open space and recreational outlets.</p>
<p>Designate appropriate areas where mixed uses will be permitted subject to compliance with performance standards where mixed uses are permitted, ensure compatibility of adjacent uses through careful design.</p>	<p>Consistent: The project proposes to transform the areas around the Gold Line Stations into mixed-use centers, and designate other areas as mixed-use, including areas along 3rd Street, Atlantic Boulevard, 1st Street, and Cesar Chavez Avenue. This would accommodate neighborhood-serving commercial, office and medium density residential uses. As a goal, the project aims to accommodate residential densities that protect and preserve the character of the existing residential neighborhoods. An associated policy is to ensure that new development incorporates context-sensitive transitions that are compatible with adjacent residential areas.</p>
<p>New development should be managed, discouraging crowding and encouraging single family detached homes, twin homes, and townhomes for households, and townhouses and apartments for senior citizens.</p> <p>Apartment buildings should be separated from single family areas and channeled into higher density areas near shopping and transportation.</p>	<p>Consistent: The project proposes transit-supportive residential densities that protect and preserve the character of the existing residential neighborhoods. As policy, higher density residential uses will be focused near the transit stations in mixed-use buildings and medium-density residential will be focused along the mixed-use corridors in mixed-use, courtyard, and rowhouse building types. Such new development will incorporate context-sensitive transitions that are compatible with adjacent residential areas. Development standards will also be established for new construction that is compatible with the existing single- and two-family residential character. In this manner, new development is carefully planned to intensify residential density without crowding in certain areas and to provide a wide array of housing opportunities.</p>
<p>Eliminate industrial and commercial uses from residential areas, except existing neighborhood oriented (“mom and pop”) stores that fill a neighborhood need and are compatible with surrounding uses. Channel industrial and commercial development into specific areas and designate appropriate “mom and pop” uses as special need uses.</p>	<p>Consistent: The project proposes to transform the areas around the Gold Line Stations into mixed-use centers, and designate other areas as mixed-use, including areas along 3rd Street, Atlantic Boulevard, 1st Street, and Cesar Chavez Avenue. Designation as mixed use is aimed at accommodating neighborhood-serving commercial, office and medium density residential uses. A goal of the project is the preservation and maintenance of stable and healthy residential neighborhoods via retention of the prevailing densities in the residential neighborhoods and the establishment of standards for new residential construction that are compatible with the existing single- and two-family residential character.</p>

Table 4.9-2 Project Consistency with the East Los Angeles Community Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
Homes should be screened from business areas using walls and landscaping or by developing buffer uses such as parking lots or parks.	Consistent: A goal of the project is that transit-supportive residential densities are accommodated in a manner that protects and preserve the character of the existing residential neighborhoods. An associated policy ensures that new development incorporates context-sensitive transitions that are compatible with adjacent residential areas.
Priority should be given to development of atypical parks in East Los Angeles, since there is little potential for the development of larger parks.	Consistent: The project encourages a rich set of urban public spaces, including parks, plazas, schools and other civic institutions connected by a network of green streets as a goal. An associated policy promotes public plazas as part of new development that is open to the street and provides a place for outdoor dining or socializing. An additional goal is the preservation and maintenance of stable and healthy residential neighborhoods via streetscape improvements and increased open space and recreational outlets. In this manner, the project proposes to creatively utilize existing areas for plaza and/or park like uses throughout the SPA.

Table 4.9-3 Project Consistency with the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy and Growth Visioning Goals and Policies	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
2012–2035 RTP/SCS	
Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness	Not applicable. This goal applies on a municipal or regional level and does not pertain to specific projects.
Goal 2 Maximize mobility and accessibility for all people and goods in the region	Consistent. The project site is located within 0.5 mile to the north and south of four Metro Gold Line rail stations located within the SPA and its accompanying bikeway and several bus routes, which will provide future residents and employees of the proposed project convenient access to regional public transportation and bike routes. In addition to the project site's proximity to public transit, the proposed project would place housing in close proximity to jobs.
Goal 3 Ensure travel safety and reliability for all people and goods in the region	Consistent. The proposed project would support the creation of an efficient, multi-modal transportation network that maximizes safety and reliability for vehicles, transit users, bicyclists, and pedestrians. The project site's proximity to the Metro Gold Line light-rail transit corridor would ensure that future residents and employees of the proposed project could safely rely on public transit and/or bike. Additionally, the project would improve the walkability of the area by providing pedestrian connections through the site. As such, the proposed project is consistent with this goal.
Goal 4 Preserve and ensure a sustainable regional transportation system	Consistent. The proposed project is intended to achieve a sustainable and integrated system of land use and transportation in the East Los Angeles Community, within the larger context of the greater Los Angeles metropolitan area. The proposed project is a mixed-use development that would put the daily needs of residents within walking distance, and provide jobs and housing in proximity to the Metro Gold Line light-rail transit corridor, thereby reducing vehicle trips and supporting a sustainable regional transportation system. Additionally, the proposed project includes open space, gathering places, pedestrian connections, and improvements to the pedestrian environment, streetscape elements, and active ground-floor commercial uses that would encourage walking in the area. Further, the proposed project would be required to meet stringent trip-reduction criteria and implement transportation demand management (TDM) strategies that would reduce trips generated from the project site, thereby alleviating stress on nearby roadways. As such, the proposed project is consistent with this goal.

Table 4.9-3 Project Consistency with the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy and Growth Visioning Goals and Policies

Relevant Policy/Goal	Analysis of Consistency
<p>Goal 5 Maximize the productivity of our transportation system</p>	<p>Consistent. The proposed project would support the productivity of the regional transportation system by placing jobs and housing within walking distance of Metro Gold Line light-rail transit corridor and within walking distance of residents’ daily needs. Additionally the project would encourage walking, bicycling, and transit use by providing pedestrian and bicycle connections through the project site. The proposed project would be subject to specific requirements that include traffic management tools, such as parking management and TDM measures that would maximize the productivity of the transportation system. As such, the proposed project is consistent with this goal.</p>
<p>Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</p>	<p>Consistent. The proposed project has been designed to minimize traffic impacts, improve air quality, and protect the environment. The proposed project is a mixed-use development that would place housing in close proximity to jobs and within walking distance of their daily needs while being located within walking distance of the Gold Line light-rail transit corridor. Additionally, the project would facilitate the creation of a multi-modal transportation system by providing pedestrian and bicycle connections through the project site to the surrounding community and public transportation, offering alternatives to driving. Further, the project includes a considerable amount of open space and landscaping. These project elements would serve to reduce per capita vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions that are critical to long-term environmental protection.</p>
<p>Goal 7 Actively encourage and create incentives for energy efficiency, where possible</p>	<p>Not Applicable. The proposed project has been designed to minimize traffic impacts. However, the proposed project would generate greenhouse gases through the construction and operation of new residential, commercial, and industrial uses. Greenhouse gas emissions from development under the proposed plans would specifically arise from sources associated with project operation, including direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. Mitigation measures would reduce GHG emissions within the SPA.</p>
<p>Goal 8 Encourage land use and growth patterns that facilitate transit and non-motorized transportation</p>	<p>Consistent. The proposed project would result in the development of TOD with the expectation of new economic opportunities, transformative development, and jobs that would be facilitated by the extension of the Metro Gold Line light-rail transit corridor. The proximity of the project site to the respective Station Areas and the provision of pedestrian and bicycle paths through the project site, connecting the project site and surrounding community, would support and encourage the use of the Metro Gold Line light-rail transit corridor. As such, implementation of the proposed project would complement transportation investments, which minimizing costs of roadway infrastructure and reducing vehicle trips.</p>
<p>Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p>Not Applicable. This goal applies on the municipal and regional level and does not pertain to specific projects.</p>

COMPASS GROWTH VISIONING PRINCIPLES

Principle 1: Improve mobility for all residents.

<p>GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.</p>	<p>Consistent. The proposed project would result in the development of a mixed-use community located in proximity to the Metro Gold Line light-rail transit corridor. As such, the proposed project would support the TOD investment by allowing for transit users to both live and work within walking distance of public transportation, and providing pedestrian and bicycle routes through the project site to create connections between the surrounding community and public transportation.</p>
---	---

Table 4.9-3 Project Consistency with the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy and Growth Visioning Goals and Policies	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
GV P1.2 Locate new housing near existing jobs and new jobs near existing housing	Consistent. The proposed project includes both jobs and housing in a jobs-rich area of the city. The provision of additional jobs in the area would be supported by the project site's proximity to public transportation and the proposed pedestrian and bicycle paths on site that would allow for easy multi-modal access to the project site.
GV P1.3 Encourage transit-oriented development.	Consistent. The proposed project would result in the development of a mixed-use community within walking distance of the Metro Gold Line light-rail transit corridor. The proposed project would include jobs and housing in close proximity to public transportation, and within walking distance of daily needs, including retail, schools, parks, and jobs. Elements of the project such as pedestrian-scaled development, ground-floor commercial uses, both active and passive open space, community gathering areas, a new roadway, pedestrian and bicycle paths, and streetscape improvements, would encourage walking, bicycling, and use of public transportation, and a reduction in vehicle trips originating from the project site.
GV P1.4 Promote a variety of travel choices.	Consistent. The proposed project would place jobs and housing in proximity to the Metro Gold Line light-rail transit corridor and would provide pedestrian and bicycle pathways through the project site, connecting the project site with the surrounding community and public transportation. Bikeways on the project site would connect with the city's existing bikeway system, as well as the future bikeway that would parallel the Metro Gold Line light-rail transit corridor. The proximity of the project site to public transportation and the provision of pedestrian and bicycle paths would promote a variety of travel choices.
Principle 2: Foster livability in all communities	
GV P2.1 Promote infill development and redevelopment to revitalize existing communities.	Consistent. The proposed project was developed in response to the extension of the Metro Gold Line into East Los Angeles, with the expectation of new economic opportunities, transformative development, and jobs that would be facilitated by the extension. Uses proposed on the project site include residential, commercial/industrial, and retail/service uses, as well as open space. The provision of active ground-floor retail/service uses and open space that would serve as community gathering spaces would revitalize the area and provide for much-needed community-serving uses that support existing development in the surrounding area.
GV P2.2 Promote developments which provide a mix of uses.	Consistent. The proposed project is a TOD that provide new economic opportunities, transformative development, and jobs that would be facilitated by the extension of the Metro Gold Line into East Los Angeles. The project would include residential, commercial/industrial, and retail/service uses, as well as open space designation.
GV P2.3 Promote "people-scaled," walkable communities	Consistent. Ground-floor uses would include active retail and services, public plazas, and community gathering spaces such as outdoor cafés. Development would incorporate pedestrian-scaled design such as building stepbacks, articulated façades, and landscaping, and streetscape improvements such as wide sidewalks and extensive landscaping. The proposed project would also include pedestrian walkways to promote walking through the site.
GV P2.4 Support the preservation of stable, single-family neighborhoods	Consistent. Minor change would be expected in the residential neighborhoods. Streetscapes would be improved, private property maintenance should increase and more open space and green elements, such as street trees and landscaping, would be introduced to enhance the quality of life in East Los Angeles.
Principle 3: Enable prosperity for all people	
GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Consistent. The proposed project would include a variety of housing types for all income levels. The project would provide varied housing options and resident-oriented service amenities, and restore balance between residential and neighborhood-compatible industrial activity.

Table 4.9-3 Project Consistency with the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy and Growth Visioning Goals and Policies	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
GV P3.2 Support educational opportunities that promote balanced growth.	Not Applicable. The proposed project would work with the school district to improve or increase access to school open space and create a safe, pedestrian-friendly environment to encourage walking and bicycling to schools and parks. As such, school sites also offer an opportunity to introduce sustainable practices into the community.
GV P3.3 Ensure environmental justice regardless of race, ethnicity, or income class.	Consistent. The proposed project is required to adhere to a specific development code detailed within the Specific Plan. The requirements of this Code apply to all proposed development, subdivisions, and land uses within the specific plan area. It shall be unlawful, and a violation of the Title 22 of the Los Angeles County Code (“Zoning Ordinance”) for any person to establish, construct, reconstruct, alter, or replace any use of land or structure, or subdivide any real property, except in compliance with the requirements of this Code. Existing and/or proposed development, modification to existing development, subdivisions, and new land uses within the Specific Plan area shall comply with all applicable requirements of this Code. These requirements on site would be applicable to all regardless of race, ethnicity, or income class and would help to revitalize and improve conditions in the area, promoting environmental justice.
GV P3.4 Support local and state fiscal policies that encourage balanced growth.	Consistent. The proposed project is a TOD that provide new economic opportunities, transformative development, and jobs that would be facilitated by the extension of the Metro Gold Line into East Los Angeles. Uses proposed on the project site include residential, commercial/industrial, and retail/service uses, as well as public open space. As such, the proposed project would provide for both industrial and commercial employment opportunities that would generate revenues for city operations, infrastructure, and public services, and supports the City’s ongoing efforts for fiscal sustainability and strategies for a sustainable local economy.
GV P3.5 Encourage civic engagement.	Consistent. The proposed project includes public plazas, meandering pathways, and several other open space areas that would serve as community gathering places to encourage civic engagement. Ground-floor commercial uses would promote walking and gathering on the project site, which also facilitates greater civic engagement.
GV P3.4 Support local and state fiscal policies that encourage balanced growth.	Consistent. The proposed project includes TOD that would provide new economic opportunities, transformative development, and jobs that would be facilitated by the extension of the Metro Gold Line into East Los Angeles. Uses proposed on the project site include residential, commercial/industrial, and retail/service uses, as well as public open space. As such, the proposed project would provide for both industrial and commercial employment opportunities that would generate revenues for city operations, infrastructure, and public services, and supports the City’s ongoing efforts for fiscal sustainability and strategies for a sustainable local economy.
Principle 4: Promote sustainability for future generations	
GV P4.1 Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent. East Los Angeles is an urban community, with no agricultural uses and little undisturbed native vegetation or environmentally sensitive areas (see Section 4.3 [Biological Resources]). The project site is currently developed with commercial uses, and no rural, agricultural, or environmentally sensitive areas are located on the project site or in the immediate vicinity.

Table 4.9-3 Project Consistency with the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy and Growth Visioning Goals and Policies	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
GV P4.2 Focus development in urban centers and existing cities.	Consistent. Existing Land uses in the East Los Angeles Community Plan area consist of similar uses to the proposed SPA, including low- medium density and medium density residential, commercial manufacturing, and low density residential farther north. Adjacent to the Specific Plan boundaries on all sides are low- medium density and medium density residential neighborhoods, as well as a various commercial and industrial uses, retail shopping centers, schools, cemeteries and hospitals. The project would establish a mixed-use community that would provide new economic opportunities, transformative development, and jobs that would be facilitated by the extension of the Metro Gold Line, and create an urban community in an area well served by transit and jobs within an existing city.
GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Consistent. The proposed project would be subject to policies of the County General Plan that encourage sustainability. The proposed project's proximity to the Metro Gold Line light-rail transit corridor and the provision of pedestrian and bicycle pathways connecting the project site to the surrounding community and the Station Areas station promote walkability and encourage use of public transportation, thereby reducing vehicle trips and reducing greenhouse gas emissions (GHG). Additionally, the proposed project would utilize sustainable construction techniques and environmentally sensitive design to minimize greenhouse gas emissions from construction and operation activities.
GV P4.4 Utilize “green” development techniques.	Consistent. The proposed project would be required to comply with the California Code of Regulations (CCR) Title 2, Part 6 in Los Angeles County Zoning Code Title 22 and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen would reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

Overall, the land use policies outlined by the Los Angeles County General Plan, East Los Angeles Community Plan and the SCAG Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision goals and policies encourage projects that provide a mix of uses, are compatible and harmonious with surrounding development, and offer amenities that enhance the image and quality of life and the environment. The proposed Plan’s policies are designed to create vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces; multi-modal streets to accommodate pedestrians, bicyclists, and vehicles; mix of uses with residential and employment densities that support transit use; and a range of housing options. These policies directly address the image of the community and promote compatibility between land uses. The proposed Plan would not conflict with existing policies or regulations adopted for the purpose of mitigating an environmental effect. Instead, the Specific Plan would provide the County with a TOD development in an area that could support high density uses in specific zones while maintaining the existing character and fabric of the well-established SPA. The project would provide a new mix of development to enhance the SPA’s economic viability and provide employment, retail and housing opportunities which directly benefit the community. The project would also encourage the development of local parks in urban areas through the generation of new open space in tandem with new development, as well as improving the park network via pedestrian and biking connection. Consequently, this impact would be *less than significant*, and no mitigation is required.

4.9.4 Cumulative Impacts

This cumulative impact analysis considers the implementation of the proposed Plan within a regional geographic context, and considers development in all of Los Angeles, Ventura, Riverside, Imperial, Orange, and San Bernardino Counties, the six regions within the jurisdiction of SCAG. Past, present, and future cumulative development within this geographic context assumes full build-out of the General Plan of these six counties. For an analysis of potential land use conflicts, the geographic context is substantially smaller, and would represent development in the SPA, East Los Angeles Community Plan area and adjacent communities. Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If “no impact” occurs, no cumulative analysis is provided for that threshold.

Cumulative land use impacts have the potential to occur where a number of projects have the potential to negatively change the overall land use of an area by affecting adjacent existing uses. Adherence to existing land use plans, policies, and regulations generally prevent such occurrences. Future discretionary development, as well as those projects subject only to site plan review, in this unincorporated portion of the County and neighboring cities would be reviewed for consistency with adopted land use plans and policies and the requirements of CEQA, which require findings of plan and policy consistency prior to approval of entitlements for development. It should be noted that future projects could also include General Plan amendments and/or zone changes. However, modifications to existing land use patterns that require such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes do not conflict with the policies that were specifically adopted for the purpose of avoiding or mitigating an environmental effect.

Past and present development has been determined to be consistent with applicable land use plans, although there may have been individual variations from certain policies in those plans. Inconsistencies with one or more specific policies of applicable land use plans do not necessarily result in inconsistency with the overall plan. It is expected that there will at times be deviations from individual policies. The essential factor in determining consistency is whether the project, overall, conforms to the intent and ultimate goals of the applicable land use plans. Three of the six identified cumulative projects would occur within the SPA. The fourth is under the jurisdiction of the City of Los Angeles. As all cumulative projects would be subject to the guidelines of either the County or the City of Los Angeles, it is expected that the land uses of the cumulative projects would be consistent with existing land use plans. Therefore, there would be no significant cumulative effect.

The proposed Plan focuses on intensifying mixed-use development in transit-centers, such as near the Gold Line Station areas and along 3rd Street, 1st Street, South Atlantic Boulevard, and Cesar Chavez Avenue. The changes proposed under the proposed Plan would not represent a significant departure from the existing land uses and would be compatible with the land uses that surround the SPA, as demonstrated in the consistency analyses of this section. Further, the proposed Plan would be consistent with SCAG principles and goals to direct new development in transit areas. As such, the proposed Plan, combined with related projects within the surrounding vicinity, would not have a cumulative adverse impact related to land use and planning.

The proposed Plan is consistent with the broad vision and policies of the Los Angeles County General Plan, the East Los Angeles Community Plan, and the community vision for the area. Therefore, the ***cumulative*** impact associated with conflict of future development with adopted plans and policies would be ***less than significant***.

4.9.5 References

- Los Angeles, County of. 1980. *County of Los Angeles General Plan*.
- . 1981 (reprinted). *County of Los Angeles General Plan Environmental Impact Report*, March.
- . 1988. *East Los Angeles Community Plan*, March.
- . 2012. *East Los Angeles 3rd Street Specific Plan*. Revised Draft, November.
- . n.d. *Los Angeles County Code*.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.10 NOISE

This section of the Draft EIR analyzes the potential impacts on noise from implementation of the proposed Plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix F to this Draft EIR, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); the Los Angeles County Metropolitan Transit Authority (LA Metro) Los Angeles Eastside Corridor Final SEIS/SEIR (March 2002) (SCH No. 1999081061); the California Department of Transportation (Caltrans) 2012 Traffic Volumes on the California State Highway System; the Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan (KOA Corporation 2014); and the East Los Angeles Community Plan (Los Angeles 1988). All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.10.1 Environmental Setting

■ Noise and Vibration Basics

Quantification of Noise

Noise is commonly defined as unwanted sound. Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). Sound pressures in the environment have a wide range of values and the sound pressure level was developed as a convenience in describing this range as a logarithm of the sound pressure. The sound pressure level is the logarithm of the ratio of the unknown sound pressure to a reference quantity of the same kind. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with an A-weighting scheme based on frequency that is stated in units of decibels (dBA). Typical A-weighted noise levels are listed in Table 4.10-1 (Typical A-Weighted Noise Levels).

A given level of noise may be more or less tolerable depending on the sound level, duration of exposure, character of the noise sources, the time of day during which the noise is experienced, and the activity affected by the noise. For example, noise that occurs at night tends to be more disturbing than that which occurs during the day because sleep may be disturbed. Additionally, rest at night is a critical requirement in the recovery from exposure to high noise levels during the day. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of the effects anticipated from these activities. For example, some indices consider the 24-hour noise environment of a location by using a weighted average to estimate its habitability on a long-term basis. Other measures consider portions of the day and evaluate the nearby activities affected by it as well as the noise sources. The most commonly used indices for measuring community noise levels are the equivalent energy level (L_{eq}), and the community noise equivalent level (CNEL).

Table 4.10-1 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

SOURCE: California Department of Transportation, *Technical Noise Supplement—A Technical Supplement to the Traffic Noise Analysis Protocol* (October 1998).

- **L_{eq}**, the equivalent energy level, is the average acoustical or sound energy content of noise, measured during a prescribed period, such as 1 minute, 15 minutes, 1 hour, or 8 hours. It is the decibel sound level that contains an equal amount of energy as a fluctuating sound level over a given period of time.
- **L_X**, the Xth-percentile-exceeded sound level, is the sound level exceeded X percent of a prescribed period. For example, L₅₀ is the sound level exceeded 50 percent of a prescribed period.
- **CNEL**, community noise equivalent level, is the average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during evening and nighttime hours to compensate for the increased disturbance response of people at those times. CNEL is the equivalent sound level for a 24-hour period with a +5 dBA weighting applied to all sound occurring between 7:00 PM and 10:00 PM and a +10 dBA weighting applied to all sound occurring

between 10:00 PM and 7:00 AM Similar to the CNEL, L_{dn} , the day-night average noise level is a 24-hour average L_{eq} with a +10 dBA weighting applied to noise during the hours of 10:00 PM to 7:00 AM L_{dn} and CNEL are typically within 1 dBA of each other and, for most intents and purposes, are interchangeable.

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a single point source such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. Sound that originates from a linear, or “line” source such as a heavily traveled traffic corridor, attenuates by approximately 3 dBA per doubling of distance, provided that the surrounding site conditions lack ground effects or obstacles that either scatter or reflect noise. Noise from roadways in environments with major ground effects due to vegetation and loose soils may either absorb or scatter the sound yielding attenuation rates as high as 4.5 dBA for each doubling of distance. Other contributing factors that affect sound reception include meteorological conditions and the presence of manmade obstacles such as buildings and sound barriers. Barriers between a noise source and a receiver can substantially reduce noise levels at the receiver. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction. Taller barriers provide increased noise reduction (Caltrans 2008).

Noise Effects

Noise has a significant effect on the quality of life. An individual’s reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 5 dBA change in community noise levels is clearly noticeable, and a 3 dBA change is the smallest increment that is perceivable by most receivers. Generally, 1 to 2 dBA changes are not detectable. Although the reaction to noise may vary, it is clear that noise is a significant component of the environment, and excessively noisy conditions can affect an individual’s health and well-being. The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on a community can be organized into six broad categories: sleep disturbance, permanent hearing loss, human performance and behavior, social interaction or communication, extra-auditory health effects, and general annoyance.

Environmental Vibration Basics

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Vibration consists of waves transmitted through solid material. There are several types of wave motion in solids, unlike in air, including compressional, shear, torsional, and bending. The solid medium can be excited by forces, moments, or pressure fields. This leads to the terminology of “structure-borne/ground-borne” vibration.

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in

buildings is typically perceived as rattling of windows or items on shelves or the motion of building surfaces. The vibration of building surfaces can also be radiated as sound and heard as a low-frequency rumbling noise, known as groundborne noise.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest in groundborne vibration is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Humans generally do not find vibration from light-rail transit operations annoying until the vibration levels reach 70 or 75 VdB (FTA 2006).

■ Existing Noise Environment

Existing noise sources that affect the Specific Plan area (SPA) are described below.

Noise Sources

The SPA is currently developed with low to medium density residential development and public uses including parks, cemeteries, libraries, schools, and police and fire stations. Neighborhood-serving commercial land uses are located primarily along the main arterials, such as Whittier Boulevard, Cesar Chavez Avenue, and 3rd Street. Major commercial is located along South Atlantic Avenue. Adjacent to the Specific Plan boundaries on all sides are low-medium density and medium density residential neighborhoods. Residences, cemeteries, and libraries are not a source of substantial operational noise. The parks and schools include outdoor playgrounds and athletic facilities that intermittently result in noise from children playing and sporting events. Commercial uses do not typically require heavy machinery or equipment that would be a substantial source of operational noise, other than heating, ventilation, and air conditioning (HVAC) systems, which are typically shielded. Occasional nuisance noise may also result from surrounding surface parking lots, such as loud music or car alarms. Routine operations at the police and fire stations would be similar to a commercial or office building, but intermittent noise results from use of sirens as vehicles approach and depart the stations. Additionally, vehicular traffic on area streets and freeways are sources of operational noise.

Existing Noise Levels

A daytime ambient sound level survey was conducted on September 4, 2013, to quantify the noise environment in the SPA and surrounding area. A Larson Davis 814 ANSI (American National Standards Institute) Type I Integrating Sound Level Meter calibrated with a Larson Davis CAL200 calibrator was used to record ambient sound levels. Daytime weather conditions during the measurements were calm with a warm temperature and partly cloudy to clear skies. A total of nine measurements were taken throughout representative locations of the SPA. The monitoring locations are shown on Figure 4.10-1 (Noise Measurement Locations). The daytime measurements were taken between 11:00 AM to 3:30 PM

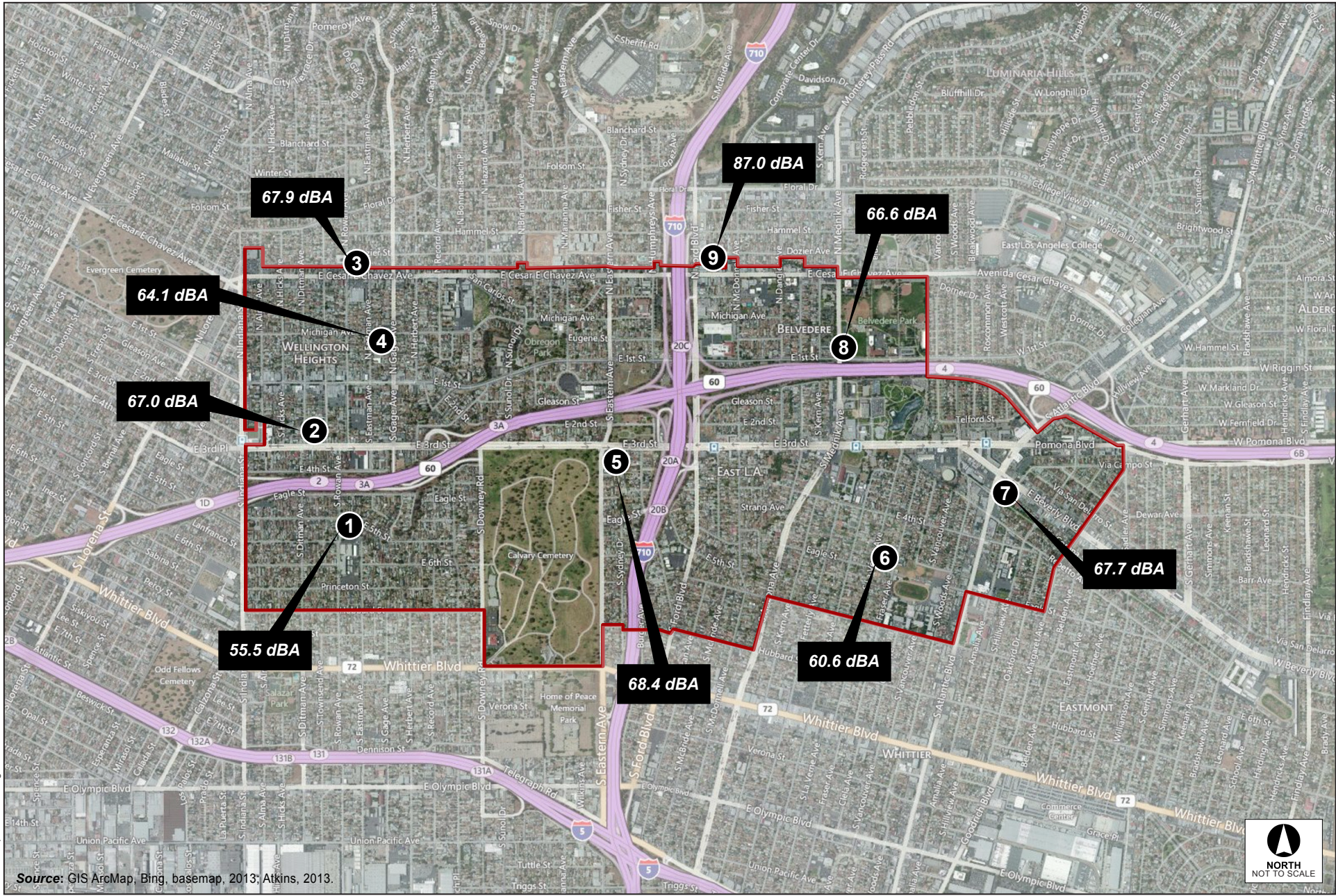


Figure 4.10-1
Noise Measurement Locations

and were 15 minutes in duration. Table 4.10-2 (Ambient Sound Level Measurements, dBA) summarizes the measured L_{eq} and noise sources for the monitoring locations.

Table 4.10-2 Ambient Sound Level Measurements, dBA				
Site	Location	Daytime Noise Sources	Start Time	L_{eq}
1	3708 5 th St, residential use at the southeast corner of Ditman and 5 th St	Traffic on 5 th St and I-60	11:00 AM	55.5
2	3715 3 rd St, residential use on the north side of 3 rd St, east of Ditman	Traffic on 3 rd St and three light-rail pass-bys	11:27 AM	67.0
3	3617 E Cesar Chavez Ave, commercial use on the north side of E Cesar Chavez, east of Rowan St	Traffic on Caesar Chavez Ave	11:56 AM	67.9
4	171 North Gage Ave, residential use on the southwest corner of Gage Ave and Michigan Ave	Traffic on Gage Ave	12:23 PM	64.1
5	4300 3 rd St, commercial use on the south side of E 3 rd St, east of South Eastern Ave	Traffic on 3 rd St and traffic on Eastern Ave	1:44 PM	68.4
6	Garfield High School, on the east side of Fraser Ave at the intersection with Eagle St	Traffic on Fraser Ave and Eagle St	2:06 PM	60.6
7	Gas station at 300 S Atlantic Blvd, at the southeast corner of Atlantic and Beverly	Traffic on Atlantic Blvd and traffic on Beverly Blvd	2:30 PM	67.7
8	Belvedere Park at the northeast corner of 1 st St and Mednik Ave	Traffic on 1 st St and Medwick Ave	2:54 PM	66.6
9	4533 E Cesar Chavez Pkwy, commercial use on the north of E Cesar Chavez Pkwy and east of Ford Blvd	Traffic on E Cesar Chavez Pkwy, Ford Blvd, and I-710	3:18 PM	87.0

SOURCE: Atkins (September 4, 2013).
Ambient measurements were 15 minutes in duration.

The results of the ambient noise survey reflect daytime noise levels between 55 and 87 dBA throughout the SPA (see Appendix F for noise monitoring results). The primary noise source at all locations was traffic. The highest noise levels occur along Cesar Chavez Parkway, State Route 60 (SR-60), and Interstate 710 (I-710). The lowest noise levels occur adjacent to the Calvary and Serbian cemeteries, and in the residential areas located further from the freeways. Based on the Los Angeles County General Plan Noise Element, additional analysis is recommended for residences proposed in areas exposed to traffic noise levels that exceed 60 dBA CNEL to ensure interior noise levels would not exceed 45 dBA CNEL. As shown in Table 4.10-2, most areas of the SPA are currently exposed to noise levels in excess of 60 dBA CNEL.

Transportation Noise Sources

Aviation

The closest airport to the SPA is El Monte Airport, located approximately 7 miles northeast of the SPA. As discussed in the Initial Study prepared for the proposed plan, included in Appendix A, the SPA is not within the influence area of an airport land use plan or within 2 miles of a public or private use airport. Aviation is not a significant noise source in the SPA.

Roadways

The SR-60 and I-710 freeways traverse the SPA and are substantial sources of traffic noise. Major thoroughfares through the SPA also contribute to traffic noise, including Cesar Chavez Avenue, 3rd Street, Mednik Avenue, and South Atlantic Boulevard. Existing traffic noise levels were modeled using standard noise modeling equations adapted from the FHWA noise prediction model. This model takes into account traffic volumes, vehicle mix, vehicle speed, and roadway configuration. It is conservative and does not take into account existing site topography, structures, or noise barriers along the freeways. Table 4.10-3 (Existing Roadway Noise Levels) shows the existing noise levels generated by select roadways in the SPA. Selected roadways include roadway segments where the Specific Plan is projected to result in a future increase of more than 1,000 peak hour trips. As shown in Table 4.10-3, noise levels along major roadways in the SPA typically range from 64 dBA CNEL to 67 dBA CNEL at 50 feet from the roadway centerline, which is consistent with the ambient noise level measurements in Table 4.10-2. According to the California Department of Health, roadway noise levels up to 60 dBA CNEL are normally compatible with single-family residences, noise levels up to 65 dBA CNEL are normally compatible with multifamily residences, and noise levels up to 70 dBA CNEL are normally compatible with civic and commercial development. As shown in Table 4.10-3, noise levels in the SPA currently exceed the normally compatible noise standards for single-family residences. Noise levels along most roadway segments exceed the normally compatible noise standards for multifamily residences. Noise levels are considered normally compatible with civic and commercial uses.

Roadway noise level contours for existing traffic volumes on SR-60 and I-710 are shown in Table 4.10-4 (Existing Freeway Noise Contours). As shown in Table 4.10-4, single-family residences within 0.6 mile of a freeway may be exposed to noise levels in excess of 60 dBA CNEL. Multifamily residences may be exposed to noise levels in excess of the normally acceptable standard of 65 dBA CNEL within 0.3 mile of a freeway. Civic and commercial uses within approximately one city block from a freeway may be exposed to noise levels in excess of 70 dBA CNEL.

Railroads

The Gold Line light-rail line traverses the SPA along 3rd Street. The Los Angeles Eastside Corridor Final SEIS/SEIR included an assessment of the noise and vibration impact of the Gold Line in the SPA (LA Metro 2002). The noise and vibration assessment determined that noise levels from operation of the Gold Line typically range from 69 dBA CNEL to 72 dBA CNEL at 25 feet from the rail line, and may be as high as 76 dBA CNEL at 25 feet. Differences in noise level are partially attributable to changes in the track, specifically special trackwork. Special trackwork, which include switches, crossover diamonds, and turnouts, will generate higher passby noise levels than typical tangent tracks. Special trackwork in the SPA is located near the intersection of 3rd Street and Rowan Street. Operation of the light rail also results in nuisance noise events from wheel squeal and audible warnings from railroad crossings. Wheel squeal is the sliding or rubbing of the steel wheels of the light-rail cars across the steel rail, and can generate noise levels up to 94 dBA at 25 feet. Wheel squeal typically occurs on curves in the track, such as at the intersection of Indiana Street and 3rd Street. The reference noise level for audible warnings and crossings is 93 dBA at 50 feet (FTA 2006). Groundborne vibration from the Gold Line typically ranges from 78 to 82 VdB at 25 feet, and up to 85 VdB (LA Metro 2002). Train operations also create groundborne vibration that may be intrusive to occupants of buildings when the tracks are 100 feet or closer to

Roadway	Segment	Existing ADT	Existing Ambient Noise Level (dBA CNEL)
Cesar Chavez Ave	Rowan St to Gage Ave	15,660	67
	Gage Ave to Hazard Ave	14,900	67
	Hazard Ave to Eastern Ave	15,990	67
	Eastern avenue to Humphreys Ave	15,120	67
	Humphreys Ave to Ford Blvd	16,090	67
	Ford Blvd to McDonnell Ave	13,520	66
	McDonnell Ave to Mednik Ave	13,720	66
1 st St	Rowan St to Gage Ave	10,380	65
	Sunol Dr to Eastern Ave	11,090	66
3 rd St	Indiana St to Rowan Ave	9,550	65
	Rowan St to Gage Ave	10,180	64
	Gage Ave to SR-60 Westbound Ramps	13,140	65
	SR-60 Westbound Ramps to Downey Rd	12,360	66
	Downey Rd to Eastern Ave	12,290	65
	Eastern Ave to Ford Blvd	14,670	66
	Ford Blvd to McDonnell Ave	11,050	65
	McDonnell Ave to Mednik Ave	9,890	64
	Mednik Ave to La Verne Ave	11,320	65
	La Verne Ave to Woods Ave	12,650	66

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles Specific Plan* (April 18, 2014) (see Appendix F for noise model assumptions and output).

Peak hour PM volumes are assumed to be 10 percent of total daily trips.

ADT = average daily traffic

Roadway Segment	Distance from Freeway Centerline (miles)			
	55 dBA CNEL	60 dBA CNEL	65 dBA CNEL	70 dBA CNEL
SR-60—Indiana St to 3 rd St/Downey Rd	1.0	0.5	0.2	0.1
SR-60—3 rd St/ Downey Rd to I-710 Junction	1.0	0.5	0.2	0.1
SR-60—I-710 Junction to Atlantic Blvd	1.3	0.6	0.3	0.1
SR-60—East of Atlantic Blvd	1.3	0.6	0.3	0.1
I-710—North of SR-60 Junction	0.7	0.3	0.2	0.1
I-710—South of SR-60 Junction	0.9	0.4	0.2	0.1

SOURCE: Atkins (2013), based on traffic data provided by California Department of Transportation, *2011 Annual Average Daily Truck Traffic on the California State Highway System* (2012) and California Department of Transportation, *2012 Traffic Volumes on the California State Highways System* (2013)

buildings. However, vibration from light-rail transit operations is almost never sufficient to cause minor cosmetic damage to buildings. A typical level of 70 VdB has been determined at 50 feet from light-rail tracks (LA Metro 2002).

Noise-Sensitive Land Uses

Noise-sensitive land uses are land uses that may be subject to stress and/or interference from excessive noise. Typical noise-sensitive land uses include schools, residences, churches, hospitals, libraries, cemeteries and similar facilities. Industrial and commercial land uses are generally not considered sensitive to noise. The term “noise receptor” is often used to represent a specific location where individuals would be exposed to noise, such as a specific residence. Noise-sensitive land uses are located throughout the SPA, including residences, three cemeteries, three libraries, thirteen public or private schools and education centers, and three parks. Two additional parks, Salazar Park and Atlantic Boulevard Park, are located just outside the SPA boundary.

Vibration-Sensitive Land Uses

Land uses in which groundborne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations are considered “vibration sensitive” (FTA 2006). The degree of sensitivity depends on the specific equipment that would be affected by the groundborne vibration. The medical office and industrial development scattered throughout the SPA, and concentrated on 1st Street, may be vibration sensitive. Excessive levels of groundborne vibration of either a regular or an intermittent nature can result in annoyance to residential uses.

4.10.2 Regulatory Framework

■ Federal

Federal Highway Administration Standards

CFR Title 23, Part 772, sets procedures for the abatement of highway traffic noise and construction noise. Title 23 is implemented by the Department of Transportation Federal Highway Administration (FHWA). The purpose of this regulation is to provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways. All highway projects that are developed in conformance with this regulation shall be deemed to be in conformance with the Department of Transportation FHWA Noise Standards. Title 23 establishes 67 dBA as the worst-case hourly average noise level standard for impacts of federal highway projects to land uses including residences, recreational uses, hotels, hospitals, and libraries (23 CFR Chapter 1, Part 772, Section 772.19).

Federal Transit Administration Standards and Federal Railroad Administration Standards

Although the Federal Transit Administration (FTA) standards are intended for federally funded mass transit projects, the impact assessment procedures and criteria included in the FTA Transit Noise and Vibration Impact Assessment Manual (May 2006) are routinely used for projects proposed by local jurisdictions. The FTA and Federal Railroad Administration have published guidelines for assessing the impacts of groundborne vibration associated with rail projects, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for conventional sensitive structures from groundborne vibration is 0.2 in/sec PPV.

■ **State**

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act of 1973, finds that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards (California Code of Regulations, Title 24)

Title 24 establishes an interior noise standard of 45 dBA for residential structures, and also requires noise insulation of new dwellings constructed within a 60 dBA noise contour (OPR 2003).

California Department of Health Services Guidelines

The California Department of Health Services has published guidelines for the preparation of noise elements that outlines recommendation to minimize the exposure of community residents to excessive noise, including noise compatibility standards. These guidelines are included in State of California General Plan Guidelines (Guidelines for the Preparation and Content of the Noise Element of the General Plan) (OPR 2003). The recommended noise-compatibility guidelines are provided in Table 4.10-5 (Noise Compatibility Guidelines). These guidelines apply to ambient noise levels rather than individual noise sources. The guidelines also provide adjustment factors that may be used in order to arrive at noise-acceptability standards that reflect a particular community's sensitivity. The adjustment factor for noisy urban residential communities near busy roads is -5 dBA CNEL, which means that measured noise levels would be reduced by 5 dBA CNEL before comparison to the noise compatibility guidelines. Essentially the adjustment factors indicate that noise compatibility guidelines of 5 dBA CNEL higher than recommended in Table 4.10-5 are appropriate noise for urban residential communities due to existing noise levels.

Table 4.10-5 Noise Compatibility Guidelines

Land Use Category	Community Noise Exposure			
	L _{dn} or CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential—Single family, Duplex, Mobile Home	50–60	55–70	70–75	75–85
Residential—Multifamily	50–65	60–70	70–75	75–85
Transient Lodging, Motels, Hotels	50–65	60–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	NA	50–70	NA	65–85
Sports Arena, Outdoor Spectator Sports	NA	50–75	NA	70–85
Playgrounds, Neighborhood Parks	50–70	NA	67.5–75	72.5–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–75	NA	70–80	80–85
Office Buildings, Business Commercial, Professional	50–70	67.5–77.5	75–85	NA
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	80–85	NA

SOURCE: California Governor's Office of Planning and Research, *State of California General Plan Guidelines* (2003), Guidelines for the Preparation and Content of the Noise Element of the General Plan.

NORMALLY ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE—New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.

CLEARLY UNACCEPTABLE—New construction or development clearly should not be undertaken.

■ Regional

Los Angeles County General Plan

The Noise Element of the Los Angeles County General Plan assesses potential noise sources in the county and makes recommendations to minimize noise exposure. Noise Element goals include the following:

- Reduce transportation noise to a level that does not jeopardize health and welfare.
- Minimize noise levels of future transportation facilities.
- Establish compatible land use adjacent to transportation facilities.
- Allocate noise mitigation costs among those who produce the noise.
- Alert the public regarding the potential impact of transportation noise.
- Protect areas that are presently quiet from future noise impact.

Policies in support of these goals include establishing acceptable noise standards through means such as building code, noise, subdivision, and zoning ordinances. The County has adopted a noise ordinance, as described below.

Los Angeles County Noise Control Ordinance

The County Noise Control Ordinance is contained in County Code Section 12.08. Noise Control Ordinance Part 3 established Community Noise Criteria. The criteria established in the Noise Control Ordinance are intended to regulate individual sources of noise, rather than ambient noise levels. Receptors are identified by noise zone based on noise sensitivity. The noise zones are compared to the applicable exterior noise standards in Table 4.10-6 (Los Angeles County Exterior Noise Standards). According to the noise ordinance, no person shall operate or cause to be operated, any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any exterior noise standard from Table 4.10-6. If the ambient noise level exceeds the standard, the ambient noise level becomes the exterior noise standard.

Table 4.10-6 Los Angeles County Exterior Noise Standards						
Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level Standard 1 (L₅₀)	Exterior Noise Level Standard 2 (L₂₅)	Exterior Noise Level Standard 3 (L_{8.3}) & 5 (L₀)	Exterior Noise Level Standard 4 (L_{1.7})
I	Noise-sensitive area ^a	Anytime	45	50	65	60
II	Residential Properties	10:00 PM to 7:00 AM (nighttime)	45	50	65	60
		7:00 AM to 10:00 PM (daytime)	50	55	70	65
III	Commercial Properties	10:00 PM to 7:00 AM (nighttime)	55	60	75	70
		7:00 AM to 10:00 PM (daytime)	60	65	80	75
IV	Industrial Properties	Anytime	70	75	90	85

SOURCE: Los Angeles County Code Section 12.08.390.

a. In accordance with Noise Control Ordinance Section 12.08.470, Noise-sensitive zones must be indicated by the display of conspicuous signs in at least three separate locations within 164 meters (0.1 mile) of the institution or facility.

Additionally, Noise Control Ordinance Section 12.08.400 establishes interior noise standards for residences. For all residential land uses, a noise source may not cause interior noise level in a multifamily residential land use to exceed 40 dBA between 10:00 PM and 7:00 AM, and 45 dBA between 7:00 AM and 10:00 PM, for more than 5 minutes in any hour. These interior noise standards plus 5 dBA may not be exceeded for more than 1 minute in any hour, and the interior noise levels may not be exceeded by more than 10 dBA for any period of time.

Noise Control Ordinance Part 4 establishes noise restrictions for specific noise sources. Noise sources included in Part 4 are exempt from the exterior and interior noise standards established in Part 3. Section 12.08.440 establishes the following restrictions on construction noise:

- Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work is prohibited daily between the hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.
- Noise Restrictions at Affected Structures. The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:
 - > At Residential Structures:
 - Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment list in Table 4.10-7 (Los Angeles County Construction Noise Standards).
 - Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment list in Table 4.10-7.
 - > At Business Structures:
 - Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment is 85 dBA daily, including Sunday and legal holidays, all hours.
- All mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order.

Table 4.10-7 Los Angeles County Construction Noise Standards			
<i>Time Period</i>	<i>Single-Family Residential (dBA)</i>	<i>Multifamily Residential (dBA)</i>	<i>Semiresidential/ Commercial (dBA)</i>
Mobile Equipment			
Daily, except Sundays and Legal holidays, 7:00 AM to 8:00 PM	75	80	85
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	60	64	70
Stationary Equipment			
Daily, except Sundays and Legal holidays, 7:00 AM to 8:00 PM	60	65	70
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	50	55	60

SOURCE: Los Angeles County Code Section 12.08.440.

Noise Control Ordinance Section 12.08.460 prohibits loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 10:00 PM and 6:00 AM in such a manner as to cause noise disturbance. Section 12.08.470 prohibits the creation of any noise disturbance within any noise-sensitive zone. Public announcement systems would be subject to Noise Control Ordinance Section 12.08.480, which limits sound levels from amplified sound to 95 dBA or below at the source. Section 12.08.530 established the noise level limits in

Table 4.10-8 (Los Angeles County Residential Air Conditioning Noise Standards) for new residential air conditioning or refrigeration equipment.

Table 4.10-8 Los Angeles County Residential Air Conditioning Noise Standards	
<i>Measurement Location</i>	<i>Noise Level Limit (dBA)</i>
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall.	55
Center of neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall.	50
Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface.	50

SOURCE: Los Angeles County Code Section 12.08.530.

Section 12.08.560 establishes standards for vibration for long-term operational activities. Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec.

Part 5 establishes exemptions from the noise ordinance. Warning devices necessary for the protection of public safety, including fire and ambulance sirens, and train horns are exempt from the Noise Control Ordinance. Activities conducted on public playgrounds and public or private school grounds, including but not limited to school athletic and school entertainment events, are also exempt.

■ Local

East Los Angeles Community Plan

The East Los Angeles Community Plan establishes the following policies related to noise:

- Reduce the overall noise level in the community, especially where noise sensitive uses are affected.
- Discourage the development of noise sensitive uses near freeways.

4.10.3 Impact Analysis and Mitigation Measures

■ Methodology

Construction Noise Levels

Construction noise levels were estimated based on data published by the U.S. Environmental Protection Agency (USEPA). Potential noise levels are identified for on- and off-site locations that are sensitive to noise.

The USEPA has compiled data regarding the noise-generating characteristics of typical construction activities. These noise levels would diminish rapidly with distance from the construction site, at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured at 50 feet

from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 74 dBA at 200 feet from the source to the receptor.

Operational Noise Levels

Impacts related to traffic noise were modeled using standard noise modeling equations adapted from the FHWA noise prediction model. Traffic volumes for surface streets were obtained from the traffic impact analysis prepared for the proposed Plan by KOA Corporation (KOA 2014). Data for SR-60 and I-710 were obtained from Caltrans (2012, 2013). The increase in trips on SR-60 and I-710 that would occur by the future (Year 2035) scenario was estimated using the increase in trips projected to occur in Los Angeles County between the most recent data year (2012) and 2035 by the California Air Resources Board EMFAC2011-SG model (Version 1.1).

Impacts related to potential exposure of noise-sensitive land uses to excessive noise levels as a result of implementation of the Specific Plan are assessed based on a comparison of existing surrounding land uses to the noise levels potentially generated by the proposed Plan. Noise levels at a particular receptor from a stationary noise source are based on an attenuation rate of 6 dBA for every doubling of distance.

Groundborne Vibration

Groundborne vibration impacts are assessed based on screening distances determined by Caltrans and the County. According to Caltrans, major construction activity within 200 feet may be potentially disruptive to sensitive operations (Caltrans 2002). The FTA damage thresholds indicate that, for buildings not extremely sensitive to vibration, a damage threshold for PPV between 0.2 in/sec to 0.5 in/sec would apply depending on the type of building. The County's Noise Control Ordinance prohibits operational groundborne vibration that exceeds 0.01 in/sec. Vibration may also be expressed in vibration decibels (VdB), which compresses the range of vibration amplitude numbers required to describe vibration.

Permanent Increase in Ambient Noise

Impacts related to traffic noise were modeled using standard noise modeling equations adapted from the FHWA noise prediction model. Traffic volumes for surface streets were obtained from the traffic impact analysis prepared for the proposed Plan by KOA Corporation (KOA Corporation 2014). Other potential sources of operational noise from the proposed Plan are addressed under Impact 4.10-1.

Temporary Increase in Ambient Noise

Impacts related to temporary increases in ambient noise levels from construction of the proposed Plan are assessed using estimates of sound levels from typical construction equipment provided by the FHWA in the Roadway Construction Noise Model (FHWA 2008), assuming an attenuation rate of 6 dBA per doubling of distance from the source.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on noise if it would do any of the following:

- Result in the exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies
- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems
- If located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels
- If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels

■ Effects Not Found to Be Significant

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

The SPA is not located within the influence area of an airport land use plan or within two miles of a public airport or public use airport. Therefore, there would be *no impact* and no further analysis of this threshold is required in this EIR.

Threshold	For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
-----------	---

The SPA is not located within the vicinity of a private airstrip. Therefore, there would be *no impact* and no further analysis of this threshold is required in this EIR.

■ Project Impacts and Mitigation

Threshold	Would the project result in the exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?
-----------	--

Impact 4.10-1 **Implementation of the Specific Plan could result in the 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. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to less than significant. This impact would be *significant and unavoidable*.**

The following analysis addresses the proposed Plan's consistency with California Department of Health Services noise compatibility standards and the County Noise Control Standard. Implementation of the Specific Plan would have the potential to generate noise levels in excess of established standards by developing new stationary sources of noise, by increasing human activity throughout the SPA, and by generating additional vehicular traffic. Proposed noise-sensitive land uses associated within the SPA include residential development. Potential noise-generating land uses on site include mixed-use commercial and general commercial; residential, recreational, and educational uses. This section addresses the potential for sensitive receptors to be exposed to excessive noise levels from roadways and other noise sources, and the proposed Plan's consistency with applicable plan policies related to noise. The permanent increase in noise levels that would occur as a result of increased traffic on roadways is addressed under Impact 4.10-3.

Construction Noise

The results of the short-term noise level measurements taken to assess existing conditions show that the existing noise levels are higher than the recommended levels for sensitive receptors by the County. The dominant noise source in the project area is vehicular traffic. As discussed in greater detail under Impact 4.10-3, traffic noise levels on surface roads in the SPA in Year 2035 with proposed Plan implementation would typically range from 67 to 71 dBA CNEL. Freeway noise levels would have the potential to exceed 60 dBA CNEL within 0.6 mile of a freeway, 65 dBA CNEL within 0.3 mile, and 70 dBA CNEL within 0.1 mile, in excess of established standards. The proposed project would increase noise temporarily in the SPA, primarily along the corridors, during construction. Noise during construction would primarily be generated from construction equipment.

Approximate noise levels anticipated to be experienced by nearby sensitive uses due to construction activities occurring at the project site have been estimated and are shown in Table 4.10-9 (Typical Construction Equipment Noise Levels).

Equipment	Typical Noise Level (dBA) at 50 Feet from Source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane, Derrick	88
Dozer	85
Grader	85
Jack Hammer	88
Loader	85
Paver	89
Pile-driver (Impact)	101
Pump	76
Roller	74
Scraper	89
Truck	88

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, NTID300.1 (December 31, 1971), as cited in Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06 (May 2006).

Construction Phase	Noise Level at 50 Feet with Mufflers (dBA Leq)	Noise Level at 100 Feet with Mufflers (dBA Leq)	Noise Level at 682 Feet with Mufflers (dBA Leq)	Noise Level at 820 Feet with Mufflers (dBA Leq)	Noise Level at 1,000 Feet with Mufflers (dBA Leq)
Ground Clearing	82	76	59	58	56
Excavation/Grading	86	80	63	62	60
Foundations	77	71	54	53	51
Structural	83	77	60	59	57
External Finishing	86	80	63	62	60

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances* (1971).

The noise levels at the off-site sensitive uses were determined with the following equation from the HMMH *Transit Noise and Vibration Impact Assessment, Final Report*: $L_{eq} = L_{eq \text{ at } 50 \text{ ft.}} - 20 \text{ Log}(D/50)$, where L_{eq} = noise level of noise source, D = distance from the noise source to the receiver, $L_{eq \text{ at } 50 \text{ ft.}}$ = noise level of source at 50 feet. Noise levels have been rounded up to the nearest whole number.

If pile-driving is involved in the construction, noise at a high of 105 dBA could occur,⁷ although this activity would likely be of limited duration.

⁷ U.S. Environmental Protection Agency, 1971.

Noise levels generated by construction equipment (or by any point source) decrease at a rate of approximately 6 dBA per doubling of distance from the source. Therefore, if a particular construction activity generated average noise levels of 89 dBA at 50 feet, the L_{eq} would be 83 dBA at 100 feet, 77 dBA at 200 feet, 71 dBA at 400 feet, and so on. Intervening structures that block the line of sight, such as buildings, further decrease the resultant noise level by a minimum of 5 dBA. The reduction in noise from construction activities is reduced by 1.0 dBA for every 1,000 feet from the source. Although the increases in noise levels during construction could be substantial, the increases would be intermittent and temporary during daytime hours as permitted by the County's Noise Ordinance. Therefore, it is unlikely that significant impacts on noise-sensitive uses or activities would occur. Although a less-than-significant impact would occur, the following noise control measures are recommended during construction to reduce the noise levels to the extent practicable in order to minimize the impact on nearby sensitive receptors:

- N-1** *To the extent applicable, practicable, and feasible, all noise-producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) may be equipped with shrouds and noise control features that are readily available for that type of equipment.*
- N-2** *To the extent applicable, practicable, and feasible, electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment.*
- N-3** *The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.*
- N-4** *No project-related public address or music system shall be audible at any adjacent receptor.*

The noise control measures listed above would help in reducing the annoyance of high noise levels at adjacent noise-sensitive land uses to the extent practicable during construction. While intermittent, because the specific development projects and length of construction are not known, this impact would be **significant and unavoidable**.

Operational Noise

Operational noise sources would be similar to existing conditions with implementation of the Specific Plan because land uses would be similar; however, development intensity would increase with Plan implementation. Implementation of the Specific Plan would accommodate a total of 5,419 new dwelling units and 4.9 million additional square feet of nonresidential use compared to existing conditions, particularly as new mixed-use development. Therefore, noise levels would have the potential to increase in the SPA from increase in activity and motor vehicular traffic.

Similar to existing conditions, operational noise sources associated with development accommodated by the Specific Plan would include the operation of commercial, residential, mixed-use, recreational, civic, and educational uses. General noise sources from commercial operations include parking lot noises; delivery trucks; and HVAC units. Residential areas generate temporary and intermittent nuisance noise. Hand-craft production, light manufacturing and industrial uses may include delivery truck, machinery and

mechanical equipment noise. Noise sources from schools and recreational facilities include parking lot noise, children at play, athletic events, landscape maintenance, school bells, and public address systems. Noise from civic uses includes emergency sirens.

New commercial development accommodated by the Specific Plan would have the potential to expose existing noise-sensitive land uses to noise levels that exceed the County's exterior noise limits for residences: 45 dBA during the daytime and 50 dBA at night. Noise sources from commercial use include truck loading and unloading, parking lot noise, and mechanical equipment. Loading and unloading operations at commercial facilities would be subject to Noise Control Ordinance Section 12.08.460, which establishes limits on the hours for these operations to avoid noise disturbances. Commercial parking lots also have the potential to generate noise levels that exceed noise level limits depending on the location of the source; however, noise sources from the parking lot would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect noise-sensitive receptors at the same time. All new development would be required to comply with the Noise Ordinance with respect to stationary sources of noise such as HVAC systems or other equipment so as not to exceed the established noise limits. , Intermittent or temporary neighborhood noise from amplified music, barking dogs, landscape maintenance, and stand-by power generators are disturbing to residents but are difficult to attenuate and control. Nuisance noise impacts are more likely to occur in more densely developed areas, where residences would be closer together and neighbors would be more likely to hear noises such as a barking dog or loud music. The Specific Plan would accommodate intensified mixed-use development and multifamily development primarily within the TOD Zone. Compared to existing conditions, the Specific Plan would accommodate 7,462 additional dwelling units in the planning area. The increase in residential development may result in an increase in nuisance noise. Again, all development would be required to comply with the Noise Ordinance.

New recreational and civic land uses may be accommodated in the SPA. These land uses would generate noise from children playing at parks or on school playgrounds, parking lot noise, or public announcement systems. As with other types of development, all future projects would be required to comply with the provisions in the Noise Ordinance.

Overall, the impact from these noise sources would be *less than significant*.

Exposure to Traffic Noise

Acoustical calculations were performed for future (Year 2035) traffic volumes along roadway segments in the area most affected by the proposed Plan using standard noise modeling equations adapted from the FHWA noise prediction model (FHWA-RD-77-108). Year 2035 represents full build-out of the development accommodated by the Specific Plan and cumulative growth. The modeling calculations considered the posted vehicle speed, average daily traffic volume, and the estimated vehicle mix. The model assumed "pavement," or hard surface, site propagation conditions. The future scenario is based upon data from the traffic study prepared for the proposed plan by KOA Corporation (2014) that includes cumulative growth in the region through Year 2035. Future traffic volumes on SR-60 and I-710 were estimated based on data from Caltrans (2013). As discussed in greater detail under Impact 4.10-3, traffic noise levels on surface roads in the SPA in Year 2035 with proposed Plan implementation would typically range from 67 to 71 dBA CNEL. Freeway noise levels would have the potential to exceed

60 dBA CNEL within 0.6 mile of a freeway, 65 dBA CNEL within 0.3 mile, and 70 dBA CNEL within 0.1 mile, in excess of established standards.

The Specific Plan proposes intensified commercial, residential and mixed-use development along area roadways. As shown in Figure 3-3 (Proposed Regulating Plan), mixed-use development would be concentrated along 3rd Street. New development would place new single- and multifamily residential development and commercial development along major roadways, which would expose residents to noise levels in excess of the California Department of Health normally acceptable compatibility standards. Similarly, due to the increase in vehicular traffic as a result of build-out of the Specific Plan, existing noise-sensitive receptors could be exposed go noise levels in excess of acceptable compatibility standards. This would result in a potentially significant impact associated with exposure to traffic noise.

Light-Rail Noise

The Gold Line light-rail line traverses the SPA along 3rd Street. Four stations are located in the SPA on 3rd Street at the intersections with Indiana Street, Maravilla Street, La Verne Avenue, and South Atlantic Avenue. The noise and vibration assessment for the Los Angeles Eastside Corridor Final SEIS/SEIR determined that noise levels from operation of the Gold Line are as high as 76 dBA CNEL at 25 feet for the rail line. Table 4.10-11 (Railroad Noise Contours) shows the calculated noise contours for the rail line, based on the worst-case estimated noise level. Single-family residential development within 160 feet of the rail line; multifamily residential development within 90 feet of the rail line; commercial, office, and civic development planned within approximately 50 feet of the rail line; and industrial development planned within 30 feet from the track centerline would be exposed to noise levels that exceed the normally acceptable ambient noise standards established by the California Department of Health. Therefore, development proposed within a noise contour which exceeds the limits established by the California Department of Health would result in a potentially significant impact. It should be noted that future build-out of multistory buildings located adjacent to primary noise sources, such as the Gold Line, would provide shielding and would attenuate noise levels for land uses located further from the sources. Proposed development adjacent to the rail line would be required to include attenuation measures to comply with required interior noise levels, which would reduce the impact to less than significant. However, exterior noise levels would likely still exceed acceptable threshold for those projects in proximity to the rail line.

Table 4.10-11 Railroad Noise Contours	
<i>Noise Contour (L_{dn})</i>	<i>Distance from Railroad Centerline (feet)</i>
55	280
60	160
65	90
70	50
75	30

SOURCE: Atkins (2013), based on noise level provided by Los Angeles County Metropolitan Transit Authority, 2002. Los Angeles Eastside Corridor Final SEIS/SEIR, SCH #1999081061 (March 2002).

Audible warnings at railroad crossing would continue to be a source of intermittent noise in the SPA. Implementation of the Specific Plan would increase exposure to these events by increasing development density. Railroad crossing events would occur intermittently throughout the day and night and would be short in duration. Additionally, Noise Control Ordinance Part 5 exempts warning devices and train horns from the County's exterior noise level limits. However, Gold Line operations during nighttime hours may result in sleep disturbance to new residents along the Gold Line. New residential development along the Gold Line would have the potential to expose multifamily residences to noise levels in excess of the County's interior noise level limits from train crossing noise. A potentially significant impact would occur. As noted, attenuation measures would be required for all development where interior noise would exceed the standard so as to comply with the Noise Ordinance. In addition, the Los Angeles Eastside Corridor Final SEIR/SEIS identified mitigation measures that would be provided for sensitive uses adversely affected.

Combined Roadway and Light-Rail Noise

There are two sources of transportation noise that could impact residential development adjacent to 3rd Street and the Gold Line. As discussed below under Impact 4.10-3, traffic noise attributable to 3rd Street in Year 2035 would be up to 71 dBA CNEL at 50 feet from the roadway centerline. Railroad noise levels for the Gold Line would exceed 73 dBA up to 50 feet from the rail line. Combining 3rd Street traffic noise and Gold Line light-rail noise would result in a noise level of 75 dBA CNEL at 50 feet. Provided that new or redevelopment residential or commercial development under the Specific Plan may be located within 50 feet of both noise sources, compatible exterior noise levels may not be achieved. As noted, attenuation measures would be required for all development where interior noise would exceed the standard so as to comply with the Noise Ordinance. In addition, the Los Angeles Eastside Corridor Final SEIR/SEIS identified mitigation measures that would be provided for sensitive uses adversely affected.

Consistency with Applicable Plans

As described in Section 4.10.2, the Noise Element of the County's General Plan assesses potential noise sources in the county and makes recommendations to minimize noise exposure. The element includes broad goals to reduce excessive noise exposure, and establishes the need for noise standards to meet the General Plan goals. The County has since adopted the County Noise Control Standard and the California Department of Health Services has published noise compatibility guidelines to minimize noise exposure. As such, a project that is consistent with the County Noise Control Standard and California Department of Health Services compatibility standards would also be consistent with the Noise Element goals. As previously described in this section, the proposed Plan would have the potential to result in exposure to noise levels in excess of the California Department of Health normally acceptable compatibility standards and the Noise Control Ordinance. Therefore, a potentially significant impact would occur.

The East Los Angeles Community Plan establishes two policies related to noise: (1) reduce the overall noise level in the community, especially where noise-sensitive uses are affected, and (2) discourage the development of noise-sensitive uses near freeways. The proposed plan's potential to permanently increase noise level in the SPA is addressed under Impact 4.10-3. The SPA is currently developed with sensitive receptors near freeways. The proposed Plan would focus new development along the Gold Line

(3rd Street) and commercial corridors along 1st Street and Cesar Chavez Avenue, and does not propose to concentrate new sensitive receptors near freeways. Inclusion of project-specific noise attenuation measures as required by the Noise Ordinance would ensure that the proposed Plan would be consistent with this community plan policy.

The proposed Plan includes several General Requirements in Section 5.7 to limit noise. Mechanical equipment that generates noise is prohibited from being located on or within 10 feet of the frontage of buildings. Additionally, nonresidential permitted activities are required to be conducted in such a manner as not to have a detrimental effect on permitted adjacent uses by reason of noise. Street furnishings are prohibited from making noise. Future development in the SPA would be required to demonstrate consistency with the Specific Plan requirements during development review. Therefore, conflicts with the Specific Plan would not occur.

According to the California Department of Health, the noise compatibility standards may be increased by up to 5 dBA CNEL in noisy urban residential communities without being considered significant increases. Applying this allowance, noise levels throughout the SPA would be considered conditionally compatible with all residential and commercial land uses. The County may determine on a project-by-project basis that a higher noise compatibility standard is appropriate for a proposed development.

Implementation of mitigation measures MM4.10-1 through MM4.10-3 would reduce the impact with regard to exceedance to noise standards:

MM4.10-1 HVAC Mechanical Equipment Shielding. *For each development under the Specific Plan, prior to the approval of building permits or site plan review for nonresidential development, the project sponsor shall submit a design plan demonstrating that the noise level from operation of mechanical equipment will not exceed the exterior noise level limits for a designated receiving land use category as specified in Noise Control Ordinance Section 12.08.390. Noise control measures may include, but are not limited to, the selection of quiet equipment, equipment setbacks, silencers, and/or acoustical louvers.*

MM4.10-2 Site-Specific Acoustic Analysis—Nonresidential Development. *For each development under the Specific Plan, prior to the approval of building permits or site plan review for new nonresidential land uses, an acoustical analysis shall be performed to determine the existing noise level. If the noise level exceeds 70 dBA CNEL (unless a higher noise compatibility threshold (up to 75 dBA CNEL) has been determined appropriate by Los Angeles County), the analysis shall detail the measures that will be implemented to ensure exterior noise levels are compatible with the proposed use. Measures that may be implemented to ensure appropriate noise levels include, but are not limited to, setbacks to separate the proposed habitable structure from the adjacent roadway, or construction of noise barriers on site.*

MM4.10-3 Site-Specific Acoustic Analysis—Multifamily Residences. *For development under the Specific Plan, prior to the approval of building permits or site plan review for the following uses, an acoustical analysis shall be performed to ensure that interior noise levels due to exterior noise sources shall be below 45 dBA CNEL:*

- *Single-family or multifamily residential units where the first and/or upper floor exterior noise levels exceed 60 dBA CNEL*

- *Multifamily outdoor usable areas (patios or balconies) where noise levels exceed 65 dBA CNEL*
- *Multifamily residential units that are located within the same building as commercial development*
- *Multifamily residential units located near a structure requiring an HVAC system*
- *Prior to approval of building plans, noise attenuation for habitable rooms shall be approved by the County. Building plans shall be available during design review and shall demonstrate the accurate calculation of noise attenuation for habitable rooms. For these areas, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, based on the results of the interior acoustical analysis, the design for buildings in these areas may need to include a ventilation or air conditioning system to provide a habitable interior environment with the windows closed. Residential air conditioning systems shall comply with Noise Control Ordinance Section 12.08.530. Additionally, for new multifamily residences on properties where train horns and railroad crossing warning signals are audible, the acoustical analysis shall ensure that interior noise levels during crossing events do not exceed the Interior Noise Standards in Noise Control Ordinance Section 12.08.400.*

While implementation of these mitigation measures, in addition to the mitigation measures identified in the Los Angeles Eastside Corridor Final SEIR/SEIS, would ensure that interior noise would be below the standard of 45 dBA, exterior noise could still exceed established thresholds. Given the design of the Metro Gold Line tracks, which runs in the street in the SPA, attenuation measures such as trackside landscaping or sound walls would not be feasible. Thus, this impact would be ***significant and unavoidable***, as there are no further feasible mitigation measures available to reduce this impact.

Threshold	Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
-----------	--

Impact 4.10-2 **Implementation of the Specific Plan could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to less than significant. This impact would be *significant and unavoidable*.**

The main concerns related to groundborne vibration are annoyance and damage. However, vibration sensitive instruments and operations for medical facilities, for example, can be disrupted at much lower levels. Potential vibration-sensitive uses in the proposed Specific Plan may include machinery in industrial uses, or medical laboratory equipment. These land uses are located throughout the SPA, with medical uses concentrated on 1st Street. The primary sources of vibration within the proposed plan vicinity would be from Gold Line operation, increase in heavy truck traffic, and construction activities.

The CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noise is considered “excessive.” For the purpose of this analysis, groundborne vibration impacts associated with human annoyance would be significant if the proposed project exceeds 80 VdB, which is the vibration level that is considered by the FTA to be acceptable only if there are an infrequent number of events per day. The range of interest in groundborne vibration is from approximately 50 VdB, which is the typical

background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

According to Caltrans, typical construction activities and equipment, such as D-8 and D-9 Caterpillars, earthmovers, and trucks do not exceed 0.10 in/sec PPV at 10 feet. Therefore, construction would have the potential to exceed the vibration threshold of 0.01 in/sec established in Noise Control Ordinance Section 12.08.560. Therefore, general construction activity in the SPA would have the potential to result in a significant impact.

Construction activities that would occur under the proposed project would have the potential to generate low levels of groundborne vibration. Table 4.10-12 (Vibration Source Levels for Construction Equipment) identifies various vibration velocity levels for the types of construction equipment that would operate within the Specific Plan area during construction. Based on the information presented in Table 4.10-12, vibration levels could reach as high as approximately 87 VdB within 25 feet of an active construction site. Construction activities occurring under the proposed project would have the potential to impact the nearest sensitive receptors where construction staging would occur closer to these receptors.

Table 4.10-12 Vibration Source Levels for Construction Equipment	
Construction Equipment	Approximate VdB at 25 feet
Large Bulldozer	87
Caisson Drilling	87
Loaded Trucks	86
Jackhammer	79
Small Bulldozer	58

SOURCE: City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, October 2012.

Construction within approximately 25 feet of existing sensitive uses would exceed the 85 VdB threshold. With attenuation due to distance, construction activities occurring 30 feet or more away from an active construction site would not exceed 85 VdB. As there is the potential for construction to occur within 25 feet of existing sensitive receptors, there is the potential for groundborne vibration impacts to be significant without mitigation.

This is considered a potentially significant impact, although temporary and occurring only during approved (nonsleep) construction hours. However, implementation of mitigation measure MM4.10-4 would reduce this impact to *less than significant*.

MM4.10-4 Construction Vibration. *For all construction activities for projects within the Specific Plan area, whether discretionary or subject only to site plan review, the construction contractor shall implement the following measures during construction:*

- a. The construction contractor shall provide written notification to all residential units and nonresidential tenants at least three weeks prior to the start of construction activities within 115 feet of the receptor informing them of the estimated start date and duration of daytime vibration-generating construction activities.*
- b. Stationary sources, such as temporary generators, shall be located as far from off-site receptors as possible.*
- c. Trucks shall be prohibited from idling along streets serving the construction site.*

The project contractor shall submit a construction vibration control plan to the County for approval prior to commencement of construction activities.

As noted, above, the threshold for minor damage to fragile buildings is 100 VdB. The only construction activity that could occur at this level is pile-driving, which can result in groundborne vibration up to 105 VdB. Implementation of mitigation measures MM4.10-4 and MM4.10-5 would reduce the potentially significant impact of construction vibration on fragile buildings would be reduced to **less than significant**.

MM4.10-5 *No pile-driving activities shall occur adjacent to any historic buildings without prior approval by the County. The County shall retain approval authority for pile-driving activities for all projects under the Specific Plan, whether discretionary or subject only to plan review. If it is determined that pile-driving would likely cause damage to adjacent fragile buildings, alternative methods for building foundations shall be implemented that do not include pile driving.*

With regard to increased truck traffic, which could both damage fragile buildings or adversely affect sensitive receptors, heavy trucks would be restricted to designated haul routes during construction, which would be approved by the County pursuant to mitigation measure MM4.10-6.

MM4.10-6 *Prior to commencement of construction, the project sponsor shall submit proposed haul routes to and from the project site, subject to approval by the County. The haul routes shall avoid residential areas to the maximum extent feasible.*

As construction activities would be temporary and intermittent in nature, the impacts would not be expected to be significant. Implementation of the identified mitigation measures would reduce any vibration impacts to **less than significant** by prescribing specific haul routes to avoid residential areas, revising building plans to exclude pile driving where appropriate, and locating vibration-generating construction equipment as far from sensitive receptors as feasible.

Operational Vibration

An existing additional potential source of groundborne vibration is the Gold Line, which bisects the SPA along 3rd Street. The FTA provides thresholds for land use categories that may be subject to vibration impacts from a commuter railroad (FTA 2006). For Category 1 uses (vibration-sensitive equipment), the disturbance criteria for frequent events is 65 VdB. For Category 2 land uses (residences and buildings where people normally sleep), the disturbance criteria is 72 VdB. The screening distance for Category 3 land uses (institutional land uses) is 75 VdB. The proposed Plan would potentially accommodate

Category 1, Category 2, and Category 3 land uses throughout the SPA, including concentrated Category 2 land uses along the Gold Line.

According to the Los Angeles Eastside Corridor Final SEIS/SEIR (LA Metro 2002), the Gold Line generates groundborne up to 85 VdB at 25 feet from the rail line. The Gold Line would have the potential to exceed the FTA disturbance criteria for Category 1 uses up to 115 feet from the rail line, up to 70 feet for Category 2 uses, and up to 55 feet for Category 3 uses. Mixed-use development is proposed to be concentrated along 3rd Street and the Gold Line, which could include Category 1, 2, or 3 land uses. Therefore, the Specific Plan has the potential to locate new land uses within the applicable screening distance of the Gold Line light-rail line. This is considered a potentially significant impact. The Los Angeles Eastside Corridor Final SEIR/SEIS identified mitigation measures through track design that would be applied to reduce the impact of train vibration on sensitive uses. In combination with these Metro mitigation measures, project mitigation measure MM4.10-7 would reduce this impact, but not necessarily to a less-than-significant level.

MM4.10-7 Gold Line Groundborne Vibration. *For each project within 115 feet of the Gold Line pursuant to the Specific Plan, whether discretionary or subject to site plan review only, the project sponsor shall implement the FTA and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains. Specifically, Category 1 uses (vibration-sensitive equipment) within 115 feet from the Gold Line, Category 2 uses (residences and buildings where people normally sleep) within 70 feet, and Category 3 uses (institutional land uses) within 55 feet shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with FTA and FRA guidelines. The groundborne vibration analysis, including identification of feasible vibration control measure, shall be submitted to and approved by the County prior to commencement of construction activities. All feasible vibration control measures deemed appropriate by the County shall be incorporated into site design.*

Despite implementation of these mitigation measures, vibration levels could still exceed thresholds for human annoyance, and it is not known whether these vibration control measures would reduce the vibration levels below the level of significance. Therefore, this impact would be ***significant and unavoidable***.

Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?
-----------	---

Impact 4.10-3 Implementation of the Specific Plan could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This is considered a potentially significant impact. Because no feasible mitigation is available to reduce this impact to less than significant, it would remain ***significant and unavoidable***.

This section addresses the potential for implementation of the Specific Plan to permanently increase ambient noise levels as a result of increased traffic noise. The potential for other noise sources associated

with proposed Plan implementation to result in increases that would expose noise-sensitive land uses to excessive noise levels is addressed under Impact 4.10-1.

The primary way in which implementation of the Specific Plan would change noise within the SPA and in the surrounding vicinity is by increasing traffic. Acoustical calculations were performed for future (2035) traffic volumes along roadway segments most affected by the proposed Plan using standard noise modeling equations adapted from the FHWA noise prediction model (FHWA-RD-77-108). Most affected segments include those where implementation of the proposed Plan would result in a net increase of more than 1,000 peak hour trips. The Year 2035 scenario represents full build-out of the development accommodated by the Specific Plan and cumulative growth through Year 2035. The modeling calculations considered the posted vehicle speed, average daily traffic volume, and the estimated vehicle mix.

Table 4.10-13 (Future Traffic Noise Levels, CNEL) shows that future 2035 noise levels (without the Specific Plan) range from 65 to 68 dBA CNEL at a distance of 50 feet from the roadway centerline. Noise levels would exceed the California Department of Health normally acceptable compatibility standards of 60 dBA CNEL for single-family residences and 65 dBA CNEL for multifamily residential uses. An increase in traffic noise of 3 dBA CNEL or more is considered significant because a 3 dBA change is the smallest increment that is perceivable by most receivers. When proposed plan buildout traffic is added, the increase in the resulting noise level along 1st Street would be 2 dBA. A 2 dBA noise increase is not considered excessive, although proposed plan traffic would incrementally contribute to an already noisy environment. However, the proposed Plan would result in a 3 dBA increase on three segments of Cesar Chavez Avenue, and a 4 to 5 dBA increase on all segments of 3rd Street. Therefore, proposed plan-related impacts associated with increases in traffic noise are considered potentially significant.

Typical sound mitigation for traffic noise consists of walls or other barriers that would attenuate noise to the sensitive receptors behind the barrier. However, the feasibility of noise walls is restricted by access requirements for driveways, presences of local cross streets, underground utilities, other noise sources in the area, and safety considerations. The SPA is currently developed and numerous driveways and cross-streets currently exist along Cesar Chavez Avenue and 3rd Street. A noise wall would be ineffective on the impacted segments in the SPA due to breaks in the wall that would be required. Additionally, noise barriers on surface streets would inhibit the creation of a pedestrian friendly streetscape by walling off businesses and public spaces from the public view. Therefore, installation of noise wall along impacted segments would not be feasible. No other mitigation measures are available that would not regulate the vehicle trips of individual consumers. As noted above, however, the proposed Plan would be consistent with the East Los Angeles Community Plan, which includes a policy to reduce the overall noise level in the community. Because no feasible mitigation is available to reduce this impact to a less-than-significant level, this would remain *significant and unavoidable* with respect to a permanent increase in ambient noise.

Table 4.10-13 Future Traffic Noise Levels, CNEL

Roadway	Roadway Segment	Future Noise Level (2035)	Future Noise Level + Project (dBA)	Change in Future Noise Level Due to Project (dBA)
Cesar Chavez Ave	Rowan St to Gage Ave	67	70	+3
	Gage Ave to Hazard Ave	67	70	+3
	Hazard Ave to Eastern Ave	68	70	+2
	Eastern Ave to Humphreys Ave	67	70	+3
	Humphreys Ave to Ford Blvd	68	70	+2
	Ford Blvd to McDonnell Ave	67	69	+2
	McDonnell Ave to Mednik Ave	67	69	+2
1 st St	Rowan St to Gage Ave	67	69	+2
	Sunol Dr to Eastern Ave	67	69	+2
3 rd St	Indiana St to Rowan Ave	65	69	+4
	Rowan St to Gage Ave	65	69	+4
	Gage Ave to SR-60 Westbound Ramps	66	70	+4
	SR-60 Westbound Ramps to Downey Rd	67	71	+4
	Downey Rd to Eastern Ave	66	70	+4
	Eastern Ave to Ford Blvd	67	71	+4
	Ford Blvd to McDonnell Ave	65	70	+5
	McDonnell Ave to Mednik Ave	65	69	+4
	Mednik Ave to La Verne Ave	65	69	+4
	La Verne Ave to Woods Ave	66	70	+4

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles Specific Plan* (April 18, 2014) (see Appendix G for data sheets).

Noise levels are given at 50 feet from roadway centerline. Decibel levels are rounded to the nearest whole numbers.

Threshold	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?
-----------	---

Impact 4.10-4 Implementation of the Specific Plan could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.

Construction of future land uses consistent with the proposed Specific Plan would have the potential to result in the exposure of on- or off- site noise-sensitive land uses to noise in excess of the County’s noise limits for construction, outlined in Noise Control Ordinance Section 12.08.440. Proposed plan-related construction activities with the potential to generate noise would include, but not be limited to: site grading and excavation; demolition; construction equipment movement and engine noise; truck

deliveries, and construction of new buildings. Typical noise levels for common construction equipment used during site development are provided in Table 4.10-9 (Typical Construction Equipment Noise Levels).

As shown in Table 4.10-9, operation of construction equipment would have the potential to generate high noise levels for construction activities, depending on the type, duration, and location of the activity. Although noise-sensitive land uses such as existing residences could be exposed to excessive construction noise levels, the exposure would be short-term. In addition, most of the infill development proposed under the Specific Plan would not involve substantial grading activities, as it would occur on vacant and underutilized parcels. Consistent with the Noise Control Ordinance, construction activities would occur between the hours of 7:00 AM and 7:00 PM, Monday through Saturday. However, it is unknown at this time what construction equipment would be required for construction and what buildings would be affected. As shown in Table 4.10-9, construction equipment has the potential to exceed the construction noise levels limits established in Table 4.10-6 and Table 4.10-7 for affected residential buildings, and the maximum daily noise level of 85 dBA if a commercial building would be affected.

This is considered a potentially significant impact. However, implementation of mitigation measure MM4.10-6 would reduce this impact to a *less-than-significant* level.

MM4.10-8

Construction Noise Plan. Prior to issuance of a building permit or site plan review for development in the Specific Plan area, the project sponsor shall submit a Construction Noise Plan for review and approval by Los Angeles County. The applicant shall implement the following measures as necessary during construction of the proposed plan to ensure compliance with the noise level limits in Noise Control Ordinance Section 12.08.440:

- *To the extent feasible, the noisiest construction activities shall be scheduled during times that would have the least impact on nearby residential land uses. This would include restricting typical demolition and exterior construction activities to the hours of 8:00 AM to 6:00 PM Monday to Friday.*
- *Equipment and trucks used for proposed plan construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible.*
- *Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed plan construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.*
- *Construction contractors, to the maximum extent feasible, shall use “quiet” gasoline-powered compressors or other electric-powered compressors, and use electric rather than gasoline or diesel powered forklifts for small lifting.*
- *Stationary noise sources, such as temporary generators, shall be located as far from nearby receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.*

- *Install temporary plywood noise barriers 8 feet in height around the construction site to minimize construction noise at the property lines of the adjacent uses.*
- *Trucks shall be prohibited from idling along streets serving the construction site.*
- *Implement “quiet” pile driving technology (e.g., vibratory pile driving or pre-drilled pile holes), where feasible, in consideration of geotechnical and structural requirements and conditions.*

The effectiveness of noise attenuation measures will be monitored by taking noise measurements during the first typical full day of construction during each phase of construction.

4.10.4 Cumulative Impacts

Noise attenuates with distance. Therefore, impacts related to noise are generally limited to the area in proximity to the noise source. As such, for construction, the geographic context for cumulative impacts related to noise is limited to the SPA. For operational noise, the geographic context is larger, as traffic generated by the proposed Plan would travel on streets and freeways outside the SPA. Traffic would disperse as it leaves the SPA and would not, at some distance, be concentrated in any particularly area. Therefore, the geographic context for evaluation of cumulative impacts during operation would reasonably encompass an area within a 5-mile radius of the SPA boundaries.

As discussed above under “Existing Noise Environment,” existing daytime noise levels in the SPA range from 55 and 87 dBA. Existing noise levels in the SPA currently exceed normally acceptable noise compatibility guidelines for residences and commercial development. Therefore, there is an existing significant cumulative impact.

Construction noise and vibration impacts (except for heavy truck traffic) would be limited to the area within 115 feet of the individual project sites. There are two cumulative projects identified as occurring within the SPA that could combine with the projects proposed under the Specific Plan to generate noise and vibration in excess of established standards. The proposed Plan would result in significant impacts to noise and vibration during construction and would make a cumulatively considerable contribution to construction noise and vibration combined with any cumulative project in proximity to the project site. The ***cumulative*** impact during construction would be ***significant and unavoidable***.

The proposed Plan would result in an increase in the ambient noise level from new operational noise sources and increased human activity throughout the SPA, including increased traffic noise within a five-mile radius of the SPA boundaries. The potential noise impacts that would result from cumulative projects and the proposed Plan are included in the Year 2035 scenario addressed under Impact 4.10-3. As shown in Table 4.10-14 (Cumulative Traffic Noise Levels, CNEL), cumulative noise levels along surface roadways in the SPA would exceed the normally acceptable noise compatibility standards. Therefore, a cumulative impact would occur. Operation of the Gold Line and the SR-60 and I-710 freeways would also contribute to exposure to excessive noise levels and permanent increase in ambient noise. Despite implementation of mitigation measures, the proposed Plan would make a cumulatively considerable contribution to the cumulative impact. Combined with reasonably foreseeable cumulative projects in the defined cumulative context, there would be a ***significant and unavoidable cumulative*** impact.

Roadway	Roadway Segment	Existing Noise Level	Future + Project Noise Level (2035)	Future Increase in Noise Level	Change in Future Noise Level Due to Project (dBA)^a	Cumulatively Considerable Impact?
Cesar Chavez Ave	Rowan St to Gage Ave	67	70	+3	+3	Yes
	Gage Ave to Hazard Ave	67	70	+3	+3	Yes
	Hazard Ave to Eastern Ave	67	70	+3	+2	No
	Eastern Ave to Humphreys Ave	67	70	+3	+3	Yes
	Humphreys Ave to Ford Blvd	67	70	+3	+2	No
	Ford Blvd to McDonnell Ave	66	69	+3	+2	No
	McDonnell Ave to Mednik Ave	66	69	+3	+2	No
1 st St	Rowan St to Gage Ave	64	67	+3	+2	No
	Sunol Dr to Eastern Ave	66	69	+3	+2	No
3 rd St	Indiana St to Rowan Ave	65	69	+4	+4	Yes
	Rowan St to Gage Ave	64	69	+5	+4	Yes
	Gage Ave to SR-60 Westbound Ramps	65	70	+5	+4	Yes
	SR-60 Westbound Ramps to Downey Rd	66	71	+5	+4	Yes
	Downey Rd to Eastern Ave	65	70	+5	+4	Yes
	Eastern Ave to Ford Blvd	66	71	+5	+4	Yes
	Ford Blvd to McDonnell Ave	65	70	+5	+5	Yes
	McDonnell Ave to Mednik Ave	64	69	+5	+4	Yes
	Mednik Ave to La Verne Ave	65	69	+4	+4	Yes
La Verne Ave to Woods Ave	66	70	+4	+4	Yes	

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles Specific Plan* (April 18, 2014) (see Appendix G for data sheets).

Noise levels are given at 50 feet from roadway centerline. Decibel levels are rounded to the nearest whole numbers.

a. As calculated in Table 4.2-10 (Future Traffic Noise Levels, CNEL).

The proposed Plan would not make a cumulatively considerable contribution to any construction vibration or noise impacts, due to the localized nature of vibration and noise impacts and the fact that all construction would not occur at the same time or at the same location. The cumulative impact to exceedance of noise standards or temporary or periodic increases in ambient noise during construction would be *less than significant*.

However, increased traffic, including heavy truck traffic, during operation of the projects pursuant to the Specific Plan, combined with the six identified cumulative projects within the SPA, would result in a permanent increase in ambient noise. Therefore, the proposed Plan would make a cumulatively considerable contribution to the cumulative impact, and the *cumulative* impact would be *significant and unavoidable*.

4.10.5 References

- California Department of Transportation (Caltrans). 1998. *Technical Noise Supplement—A Technical Supplement to the Traffic Noise Analysis Protocol*, October.
- . 2002. *Transportation Related Earthborne Vibrations*. TAV-02-01-R9201, February 20.
- . 2008. *Noise Study Report Template*, February.
- . 2012. *2011 Annual Average Daily Truck Traffic on the California State Highway System*.
- . 2013. *2012 Traffic Volumes on the California State Highways System*.
- California Governor's Office of Planning and Research (OPR). 2003. *State of California General Plan Guidelines*. Appendix C (Guidelines for the Preparation and Content of the Noise Element of the General Plan).
- Federal Transit Administration, Office of Planning and Environment (FTA). 2006. *Transit Noise & Vibration Impact Assessment*, May.
- KOA Corporation. 2014. *Traffic Impact Analysis for the East Los Angeles Specific Plan*, April 18.
- Los Angeles County Metropolitan Transit Authority (LA Metro). 2002. *Los Angeles Eastside Corridor Final SEIS/SEIR*. SCH #1999081061, March.

4.11 POPULATION/HOUSING

This section of the Draft EIR analyzes the potential environmental effects on population/housing from implementation of the proposed plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, Appendix F to this Draft EIR, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); East Los Angeles Community Plan (Los Angeles 1988); United States Bureau of the Census (U.S. Census); the California Department of Finance (DOF); and the Southern California Association of Governments (SCAG). All references and sources cited in this section are provided at the end in Section 4.1.5 (References). For the purpose of this analysis, demographic data for the East Los Angeles community as a whole are generally applicable to the Specific Plan Area (SPA), as individual unincorporated area data are not reported.

4.11.1 Environmental Setting

■ Population

According to the 2010 U.S. Census, Los Angeles County, one of the largest counties in the nation, had a population of 9,818,605, increasing by 29,927 people from 2000. East Los Angeles, an unincorporated area in Los Angeles County, had a population of 126,496 in 2010 and accounted for 1.28 percent of the total County population (U.S. Census). While East Los Angeles's population has grown by 1.8 percent since 2000, the countywide unincorporated areas on a whole have grown by 7.2 percent. DOF estimates that Los Angeles County will continue to grow and by 2035 have a population of 11,120,284. SCAG estimates are a bit higher, with an expected population of 11,353,000 by 2035 for the County as a whole and 1,399,500 for the unincorporated areas. It is important to note that more detailed population projections are unknown for East Los Angeles specifically, as DOF and SCAG datasets do not include numbers for specific unincorporated areas.

While the area is growing in population, East Los Angeles remains a relatively young, predominantly Hispanic, and densely populated community. In terms of age, the population in East Los Angeles is generally younger than that of Los Angeles County. The median age in East Los Angeles is 29, while the County median is 34. While 24.8 percent of the population in households is under the age of 18 in Los Angeles County, 31.5 percent are under the age of 18 in East Los Angeles. East Los Angeles is a predominately Hispanic community (97.1 percent), with 44.5 percent of residents being foreign born. Los Angeles County is 48.1 percent Hispanic and 35.6 percent of its residents are foreign born. Of households in East Los Angeles, 88.2 percent speak Spanish, while the County percentage is slightly lower at 81.8 percent. East Los Angeles is also much denser than the adjacent cities of Montebello and Monterey Park. The population density of the East Los Angeles is estimated at 17,000 persons per square mile, while adjoining Montebello is 7,500 and Monterey Park 7,800 persons per square mile.

■ Housing

As shown in Table 4.11-1 (Total Housing Units, Households, and Population for East Los Angeles, 2000–2010), the 2000 Census reported that the community had a housing inventory of 31,096 housing

units. Since the 2000 Census, East Los Angeles’ housing inventory has increased by 1,105 housing units in 2010. As a result of increased housing units, average persons per household has decreased slightly from 4.15 to 4.09. The majority of the occupied housing units are renter-occupied (64.3 percent) in East Los Angeles.

Table 4.11-1 Total Housing Units, Households, and Population for East Los Angeles, 2000–2010

Census Year	Total Number of Units	Occupied Units (Households)	Percent Vacant	Population	Average Persons per Household
2000	31,096	29,844	4.03	124,283	4.15
2010	32,201	30,816	4.30	126,496	4.09

SOURCE: U.S. Census 2000 and 2010.

Vacancy Rates

The vacancy rates and affordability of the housing stock are also key elements in the balance between supply and demand in East Los Angeles’ housing market. High vacancy rates usually indicate low demand and/or high prices in the housing market or significant mismatches between the desired and available types of housing. Conversely, low vacancy rates usually indicate high demand and/or low prices in the housing market. However, vacancy rates are not the sole indicator of market conditions. They must be viewed in the context of all the characteristics of the local and regional market and economy. Vacancy rates, which indicate a “market balance” (i.e., a reasonable level of vacancy to avoid local housing shortages, and appropriate price competition and consumer choice), generally range from 1 to 3 percent for single-family units and from 3 to 5 percent for multi-family units. As shown in Table 4.11-1, East Los Angeles’ overall vacancy rate increased slightly from 4.03 percent in 2000 to 4.30 percent in 2010 for all types of housing units.

Household Size

A household is defined by the U.S. Census as a group of people who occupy a housing unit. The number of households in a given area differs from the number of dwelling units because the number of dwelling units includes both occupied and vacant units. The variance between households and dwelling units also reflects population segments living in group quarters such as board-and care facilities, and those who are homeless.

Small households (1 to 2 persons per household [pph]) traditionally reside in units with zero to two bedrooms, and family households (3 to 4 pph) normally reside in units with three to four bedrooms. Large households (5 pph or more) ordinarily reside in units with four bedrooms or more. In reality, the relationship between household size and the size of a dwelling unit may also be influenced by cultural and individual preference or by economic considerations, including a substantial variance between the cost of housing and household income. As shown in Table 4.11-1, the average household size in East Los Angeles decreased slightly from 4.15 pph in 2000 to 4.09 pph in 2010.

Implementation of the proposed Specific Plan would result in the development of both single-family and multifamily dwelling units in both mixed-use and low-medium-density residential contexts. The proposed

Specific Plan’s maximum build-out would yield a net potential change of 279 single-family dwelling units and 5,140 multifamily dwelling units, for a combined 5,419 dwelling units. Using the U.S. Census’ 2010 average persons per household (pph) number of 4.09 for East Los Angeles, population projections for the Specific Plan area (SPA) were calculated. Table 4.11-2 (Summary of Potential Dwelling Units and Population in the Specific Plan Area) shows the population projections as well as the number of dwelling units that currently exist in the SPA and what is proposed at build-out. Table 4.11-2 shows that the maximum number of residents that could be generated by the Specific Plan would be 22,164, potentially increasing the population in the SPA to 54,271 at full build-out.

Table 4.11-2 Summary of Potential Dwelling Units and Population in the Specific Plan Area			
	<i>Existing</i>	<i>Maximum Build-Out of Specific Plan</i>	<i>Net Potential Change</i>
Total Dwelling Units	7,850	13,423	+5,419
Population*	32,107	54,271	+22,164

SOURCE: U.S. Census 2010 and Assessor Information.
* Population numbers were calculated using the 2010 U.S. Census’ average persons per household (pph) number of 4.09 for East Los Angeles and multiplying it by total dwelling units for each condition (Existing, Maximum Build-Out of Specific Plan, and Net Potential Change).

4.11.2 Regulatory Framework

■ Federal

There are no federal regulations related to population and housing that apply to the proposed plan.

■ State

California State Housing Law Program

The State Housing Law (SHL) Program, which is implemented by the California Department of Housing and Community Development (HCD), was established to assure the availability of affordable housing and uniform statewide code enforcement; to protect the health, safety, and general welfare of the public and occupants of housing and buildings accessory thereto. To fulfill this obligation, the SHL Program may propose legislation and regulations. The program oversees the application of state laws, regulations, and code enforcement by a city, county, city and county building, housing, health, and fire department or fire district. The SHL Program develops statewide building standards for new construction of hotels, motels, lodging houses, apartments, dwellings, and buildings accessory thereto. The building standards are published in the California Code of Regulations, Title 24, known as the California Building Standards Code. The SHL Program adopts regulations for maintenance, use, occupancy, repair, alteration, moving, and demolition of existing hotels, motels, lodging houses, apartments, dwellings, and buildings accessory thereto. The regulations are published in California Code of Regulations Title 25, Division 1, Chapter 1.

The SHL requires the HCD to allocate the region’s share of the statewide housing need to Councils of Governments (COGs) based on DOF population projections and regional population forecasts used in

preparing regional transportation plans. The COG, which in the case of the proposed Specific Plan is SCAG, develops a Regional Housing Need Plan allocating the regions share of the statewide need to cities and counties within the region. Refer to the discussion below under Southern California Association of Governments for the Regional Housing Needs Allocation (RHNA) for Los Angeles County.

Housing Element Law

Housing element law requires local governments to adequately plan to meet their existing and projected housing needs, including their share of the regional housing need. A complete analysis is required to include quantification and a descriptive analysis of the specific needs and resources available to address identified needs.

■ **Regional**

Southern California Association of Governments

SCAG determines regional housing needs and the share of the regional needs to be addressed by Los Angeles County and its constituent cities. SCAG is a Joint Powers Agency and is the designated Council of Governments (COG), Regional Transportation Planning Agency (RTPA), and Metropolitan Planning Organization (MPO) for the six-county region of Orange, Los Angeles, Ventura, San Bernardino, Riverside, and Imperial counties. SCAG’s Regional Comprehensive Plan and Guide (RCPG) and RHNA are tools for coordinating regional planning and housing development strategies in southern California. SCAG prepares population, housing, and employment forecasts for a 30-year period based on data provided by its constituent counties.

The population and household forecasts provided in Table 4.11-3 (SCAG Population Forecast) for the Unincorporated Los Angeles area and incorporated cities within Los Angeles County were prepared by SCAG in 2012.

Table 4.11-3 SCAG Population Forecast			
	2008	2020	2035
Unincorporated Los Angeles			
Population	1,052,800	1,159,100	1,399,500
Households	298,100	336,100	405,500
Los Angeles County			
Population	9,778,000	10,404,000	11,353,000
Households	3,228,000	3,513,000	3,852,000
SOURCE: Southern California Association of Governments, Adopted 2012 Growth Forecast by City. Integrated Growth Forecast (2012). http://www.scag.ca.gov/forecast/index.htm (accessed 09/11/2013).			

Potential Housing Sites and Regional Housing Needs Assessment

The Land Use Element of the Los Angeles County General Plan designates 440,600 acres (16.87 percent) of the County’s total land inventory for residential uses, allowing a mix of low and medium/high density housing options. Current Land Use Standards in the East Los Angeles Community Plan (1988) allow for low-density (8 dwelling units per acre), low/medium-density (17 dwelling units per acre) and medium-density residential (30 dwelling units per acre). Implementation of the Plan would amend the current Community Plan to include a Specific Plan overlay for the SPA that would allow for mixed-use development. SHL mandates that local governments, through COGs, identify existing and future housing needs in a RHNA. The RHNA provides recommendations and guidelines to identify housing needs within cities and unincorporated areas, but does not impose requirements as to housing development. SCAG, as the regional planning agency, is responsible for allocating the RHNA to each local jurisdiction within its six-county region.

The RHNA adopted by SCAG for the planning period of 2006-2014 has identified a future housing need for Unincorporated Los Angeles County of 51,176 units. Table 4.11-4 (RHNA Needs by Income Category for Unincorporated Los Angeles County) shows the 2007 RHNA allocation for Unincorporated Los Angeles County. It is important to note that specific RHNA allocations for East Los Angeles are not readily available because individual unincorporated area numbers are not reported. The calculation of each component is based on a combination of the method used to calculate statewide housing need and past SCAG practice in preparing the RHNA.

<i>Income Category</i>	<i>RHNA-Identified Need</i>
Very Low	14,425
Low	9,073
Moderate	9,816
Above Moderate	23,862
Total	57,176

SOURCE: Southern California Association of Governments *Final Regional Housing Need Allocation Plan—Planning Period (January 1, 2006–June 30, 2014) for Jurisdictions within the Six-County SCAG Region* (approved by the SCAG Regional Council on July 12, 2007), http://www.scag.ca.gov/Housing/pdfs/rhna/RHNA_FinalAllocationPlan071207.pdf (accessed 09/11/2013).

As of 2005, 23,699 units were constructed in the countywide unincorporated areas, representing 41.5 percent of the County’s RHNA for the planning period. Although specific RHNA allocations for each income category are not readily available for the SPA, the Los Angeles County Community Development Commission, in their Affordable Housing Strategy of 2008, indicated that East Los Angeles had not met its demand for 15,146 affordable units. The agency estimates that there is demand for 11,768 rental units in the area. Accordingly, the proposed Plan could accommodate a portion of the unincorporated area’s RHNA allocation with its mixed uses and low-medium-density residential zoning

within the proposed SPA. One of the ten goals of the Specific Plan is to pursue affordable housing options throughout the SPA through cooperative and joint ventures with other jurisdictions.

■ Local

Los Angeles County Code

Los Angeles County Code Part 17 of Section 22.52 (Density Bonuses and Affordable Housing Incentives) implements the state density bonus requirements, as set forth in California Government Code Section 65915, increasing the production of affordable housing and senior citizen housing. The section outlines the provisions and incentives for the production of affordable housing units. A density bonus may be granted to an eligible housing development in any area that is zoned for residential use. Future development under the Specific Plan would be eligible for density bonuses through the provision of affordable housing.

Los Angeles County General Plan

The Los Angeles County General Plan Housing Element policies that are applicable to population and housing in the context of implementing Unincorporated East Los Angeles' 3rd Street Specific Plan are as follows:

Housing Element

- Policy 1.1** Make available through land use planning and zoning an adequate inventory of vacant and underutilized sites to accommodate the county's RHNA.
- Policy 2.1** Support the development of affordable housing near employment opportunities and/or within a reasonable distance of public transportation.
- Policy 2.2** Encourage mixed use developments along major commercial and transportation corridors.
- Policy 3.1** Promote mixed income neighborhoods and a diversity of housing types throughout the unincorporated areas to increase housing choices for all economic segments of the population.
- Policy 8.1** Support the distribution of affordable housing, emergency shelters, and transitional housing in geographically diverse locations throughout the unincorporated areas, where appropriate support services and facilities are available in close proximity.

4.11.3 Impact Analysis and Mitigation Measures

■ Methodology

This analysis considers population and household growth that would occur with implementation of the proposed Specific Plan and whether it can be considered substantial. Specifically, the following analysis considers the potential impacts of residential build-out in the SPA consisting of a maximum of 7,462 new dwelling units, which would also result in an increase in the area's total population.

Population and housing impacts were analyzed by comparing the anticipated population increase under development of the proposed Specific Plan with existing conditions. The Housing Element, which was recently updated and adopted in 2008, reflects housing and population issues, encouraging urban infill and transit-oriented development along major transportation corridors. While the General Plan is the controlling document with regard to development within the County, regional policies and forecasts should also be considered in determining whether the proposed Plan would result in a significant impact with regard to population, housing, and employment growth. Because the proposed Plan has a planning horizon of 20 years, SCAG 2035 population projections are used in concert with SPA population calculations (see Table 4.11-2).

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on population and housing if it would do any of the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
- Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere
- Cumulatively exceed official regional or local population projections

■ Effects Not Found to Be Significant

Threshold	Would the project displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?
Threshold	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed Plan would redevelop vacant parcels and underutilized parcels within the SPA and would not affect existing neighborhoods. The proposed Plan would not displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement of replacement housing elsewhere, nor would it displace substantial numbers of people. Because no housing is being converted, nor persons displaced, as a result of the Specific Plan, implementation of the proposed Plan would have *no impact* and no further analysis of these issues are required in this EIR.

■ Project Impacts and Mitigation

Threshold	Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
Threshold	Would the project cumulatively exceed official regional or local population projections?

Impact 4.11-1 **Implementation of the Specific Plan would not induce substantial population growth, either directly or indirectly, or cumulatively exceed official regional or local population projections. This impact would be *less than significant*.**

As proposed, implementation of the Specific Plan would enact an overlay for the SPA and amend zoning designations that would allow an additional 5,419 dwelling units to be constructed at build-out. Full build-out of the proposed Plan would increase residential population by 22,164 people, for a total maximum population in the SPA of 54,271. This analysis discusses direct population growth from the residential component as well as indirect population growth that could result from nonresidential uses that mixed-use zoning allows for.

As of 2010, East Los Angeles had an inventory of 32,201 dwelling units (U.S. Census). The SPA currently has an inventory of 7,850 dwelling units. The proposed Plan would result in the development of up to an additional 5,419 dwelling units, increasing East Los Angeles' housing inventory to 37,620 dwelling units. Although full build out of the proposed Specific Plan would increase the number of dwelling units in the SPA by 17 percent, this growth is still in line with the County's General Plan Housing Element. A program outlined in the Housing Element is to create a transit-oriented district for East Los Angeles that would encourage urban infill development on vacant or underutilized sites; promote and encourage transit-oriented development along major transportation corridors; encourage mixed use development to facilitate the linkage between housing and employment opportunities; and promote increased residential density in appropriately designated areas (Housing Element Policy 1.1). The Housing Element also targets areas as prime locations to accommodate the remaining RHNA allocated units for the County (Housing Element Policies 1.1 and 2.1). The County identified in its Housing Element around 14,000 potential affordable mixed-use sites on vacant and underutilized parcels throughout the unincorporated areas.

Based on the current dwelling unit mix, implementation of the proposed Plan could result in a maximum of 54,271 residents. Given that the current SPA population is 32,107, the proposed Plan would increase population by 41 percent over the planning horizon of 20 years. The population increase as a result of the proposed Plan would account for 4 percent of SCAG's projected unincorporated area population in 2035 of 1,399,500.

Population growth can also be induced by the development of substantial new employment-generating businesses, as the proposed Specific Plan would increase commercial uses in the SPA. Total square footage at build-out capacity for nonresidential uses would be 6,762,422 square feet (sf), yielding a net potential change of 4,920,244 sf. It is anticipated that some jobs that would result from full

implementation of the Specific Plan would be filled by residents of the new residential component of the Specific Plan. Because of the transit-oriented development nature of the proposed Plan and its accessibility to multiple freeways, some jobs would be filled by commuters from the surrounding areas or by existing residents of East Los Angeles. Existing vacant housing could also accommodate new residents. Therefore, the employment opportunities resulting from the Specific Plan would not result in a substantial increase in population, nor would it significantly increase the demand for housing.

The County General Plan establishes maximum development capacities for the entire County. As development occurs in one area, development is balanced in other areas so as not to exceed the overall population projections. Therefore, while there would be increased development in the SPA, less development would occur elsewhere in the County so that population increase would not exceed overall population projections. The population increase under the proposed Plan would be substantial, but is a direct result of TOD focused on the Gold Line stations in the East Los Angeles community. This development would be consistent with SCAG's RTP/SCS, which promotes infill development centered on existing and proposed transit. The increase in population in the SPA would, therefore, be balanced by decreased population increase/development elsewhere in the County, and, while the Specific Plan would result in a substantial increase in population in the SPA, the population increase would fall within the overall population projections for the County as a whole. Therefore, the impact would be *less than significant*.

4.11.4 Cumulative Impacts

The geographic context for an analysis of cumulative impacts would be Los Angeles County, which represents the planning area that includes the SPA and the overall population and housing projections for the County as a whole

Past and present development projects have resulted in the population level and housing inventory that exist for the County as of the date of this document. To date, these developments have been within the overall population and housing projections for the County. Therefore, there is no significant cumulative impact related to population and housing.

The proposed Plan would develop residential and commercial uses that would, in combination with other cumulative development in the area, increase population and housing in Los Angeles County. However, because the 2010 County population of 9,818,605 is below the 2010 SCAG estimates (2008) of 10,615,730 persons, there is no existing significant cumulative problem in the area with regard to population growth.

Full build-out of the proposed Plan would result in a potential increase of 22,164 County residents and 5,419 dwelling units. Currently, there are no other approved residential projects in the SPA and two apartment projects (totaling 28 units) pending adjacent to the SPA, as noted in Table 3-3 (List of Related Projects) in Chapter 3 (Project Description). Using the U.S. Census' 2010 average persons per household (pph) number of 4.09 for East Los Angeles, the related project would increase population by 115 people. In consideration of build-out of the proposed Specific Plan as well as known residential projects outside the SPA, the area's population could grow by 22,279 residents, for a total population of 54,386 residents

in 2035. As SCAG projects that the countywide unincorporated area population would be 1,399,500 in 2035, build-out of the proposed Specific Plan would account for 2.8 percent of that number.

The nonresidential uses under the Specific Plan would not result in a substantial indirect increase in population, as it is anticipated that a majority of the employment force would be culled from the existing East Los Angeles population. Some population increases would be expected from other residential and non-residential development outside of the SPA, but this would not be anticipated to represent a substantial increase.

Therefore, considering the population and housing impacts of the proposed Specific Plan in conjunction with past, present, and future known and approved cumulative development in Los Angeles County, the *cumulative* impact on population growth would be *less than significant*.

4.11.5 References

California Department of Finance (DOF). 2013. Total Population Projections for California and Counties: July 1, 2015, to 2060 in 5-Year Increments. Demographic Research Unit. Generated 09/12/2013.

Los Angeles County Board of Supervisors. 1988. *East Los Angeles Community Plan*, June 23.

Los Angeles County Department of Regional Planning. 1980. *County of Los Angeles General Plan*. Los Angeles, November 25.

———. 2008. *County of Los Angeles General Plan Housing Element*, August 5.

Southern California Association of Governments (SCAG). 2007. *Final Regional Housing Need Allocation Plan—Planning Period (January 1, 2006–June 30, 2014) for Jurisdictions within the Six-County SCAG Region*, approved by the SCAG Regional Council on July 12, 2007. http://www.scag.ca.gov/Housing/pdfs/rhna/RHNA_FinalAllocationPlan071207.pdf (accessed 09/11/2013).

———. 2012. Adopted 2012 Growth Forecast by City. Integrated Growth Forecast. <http://www.scag.ca.gov/forecast/index.htm> (accessed 09/11/2013).

United States Census Bureau (U.S. Census), American Fact Finder. 2000 Census Summary File 1. Table DP-1. Geography: East Los Angeles, 2000. <http://factfinder2.census.gov> (accessed 09/11/2013).

———. 2010 Census Summary File 1. Table DP-1. Geography: East Los Angeles, 2010. <http://factfinder2.census.gov> (accessed 09/11/2013).

4.12 PUBLIC SERVICES

This section of the Draft EIR analyzes the potential impacts on public services from implementation of the proposed Plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix B to this Draft EIR, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); and East Los Angeles Community Plan (Los Angeles 1988). All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

For purposes of this EIR, the public service analysis is divided into four subsections: (1) fire protection and emergency response, (2) police protection, (3) schools, and (4) libraries. Park and recreational facilities are discussed in Section 4.13 (Recreation).

Fire Protection and Emergency Response

This section of the EIR describes fire protection and emergency response services within the Specific Plan area (SPA) and analyzes the potential physical environmental effects related to fire protection and emergency response from implementation of the proposed Plan. Data for this section were taken from Los Angeles County Fire Department (LACoFD) website and staff. Full reference-list entries for all cited materials are provided in Section 4.12.5 (References).

4.12.1 Environmental Setting

■ Los Angeles County Fire Department (LACoFD)

The LACoFD provides fire, safety, and emergency medical services in the SPA. Additionally, many cities within the County utilize LACoFD services. There are three major geographic regions in the LACoFD service area, which are divided into nine divisions and twenty-two battalions (County of Los Angeles 2012, 195). The County Fire Department provides fire protection, fire prevention and emergency services to over 4.1 million residents in fifty-eight incorporated cities and all unincorporated areas of Los Angeles County. Currently, there are 170 fire stations located throughout the County's 2,305-square-mile service area and comprised of approximately 4,850 personnel, of which approximately 2,272 are firefighters.

The LACoFD operates multiple divisions including Air and Wildland, Fire Prevention, and Forestry. In addition, the Health Hazardous Materials Division's mission is to "protect the public health and the environment ... from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes through coordinated efforts of inspections, emergency response, enforcement, and site mitigation oversight (County of Los Angeles 2012, 195).

The LACoFD is a special district and receives most of its revenue from the unincorporated areas from a portion of the ad valorem property tax paid by the owners of all taxable properties. This revenue source varies from one tax rate area to another, and is specifically earmarked for the LACoFD. The LACoFD's Special Tax, which was approved by voters in 1997, is a supplemental revenue source that pays for

essential fire suppression and emergency medical services. In addition, in 1990, the Los Angeles County Board of Supervisors adopted a Los Angeles County Developer Fee Program to fund the acquisition, construction, improvement, and equipping of fire station facilities in the high growth areas of the County (County of Los Angeles 2012, 195).

The SPA is within the LACoFD’s Battalion 3 in Division IX in the East Region. Battalion 3 serves the following areas: unincorporated Los Angeles, City of Commerce, City of Bell, and City of Bell Gardens (LACoFD 2011 and 2012). Based on accessibility, the SPA is served by Fire Station #1, #3, and #22. Table 4.12-1 (Fire Stations Serving the Specific Plan Area) identifies the location of fire stations serving the SPA and the distances from the SPA. Figure 4.12-1 (Location of Fire and Sheriff Facilities Serving the Specific Plan Area) identifies the location of fire stations serving the SPA.

Table 4.12-1 Fire Stations Serving the Specific Plan Area	
<i>Station Number and Address</i>	<i>Distance from Specific Plan Area* (miles)</i>
Fire Station #1 1108 N. Eastern Ave, Los Angeles, CA 90063	0.7
Fire Station #3 930 S Eastern Ave, Los Angeles, CA 90022	0.06
Fire Station #22 928 S Gerhart Ave, Los Angeles, CA 90022	0.8

SOURCES: Los Angeles County Fire Department, Hometown Fire Stations (2011), <http://fire.lacounty.gov/HometownFireStations/HometownFireStations.asp> (access July 26, 2013).

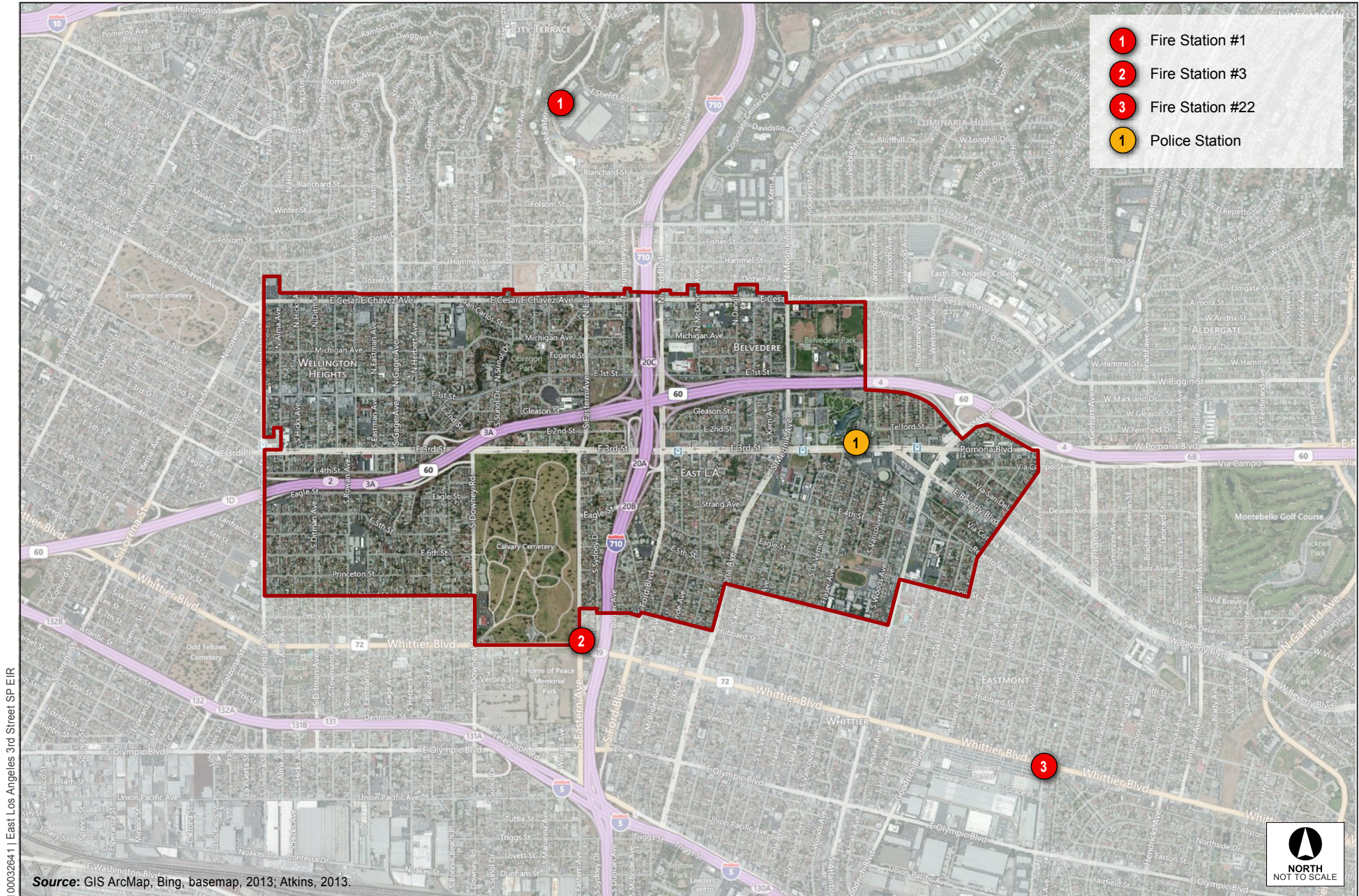
* Distance determined from closest respective intersection of the SPA.

Staffing at each station is determined based on the number and type of fire apparatus at the station. Apparatus are generally staffed as follows: Paramedic Squads are staff with two fire fighter/paramedics, Engines are staffed with a minimum of one captain, one engineer and one firefighter, and Trucks are staffed with a minimum of one captain, one engineer and two firefighters.

Nationally recognized response time targets for urban areas are 5 minutes for a basic life support unit (squad engine) and 8 minutes for an advanced life support units (paramedic squads). The LACoFD is currently meeting these standards. The current equipment levels allow LACoFD to meet their established standards of cover which calls for the first unit to respond to an emergency within the above standard.

■ Office of Emergency Management (OEM)

The Office of Emergency Management (OEM) is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-to-day Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County (County of Los Angeles 2012, 195).



10003264 | East Los Angeles 3rd Street SP EIR

Figure 4.12-1

Location of Fire and Sheriff Facilities Serving the Specific Plan Area

4.12.2 Regulatory Framework

■ Federal

There are no federal regulations related to fire protection services applicable to the proposed plan.

■ State

California Fire Code

The California Fire Code is based on the 2007 International Fire and Building Codes, and contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist first responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and premises. The code contains specialized technical regulations related to fire and life safety.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code Sections 13000 et seq., which include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

■ Regional

Los Angeles County General Plan 2035

The Los Angeles County General Plan establishes a comprehensive statement of public policy guiding long-term development and resource protection for all incorporated lands within the County. Several elements of the General Plan address regional issues related to public services, including the Housing, Transportation, and Water and Waste Management Elements. Below is a summary of the applicable fire services policies to the proposed Plan.

- Policy S 4.5** Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.
- Policy S 3.1** Discourage development in VHFHSZs, particularly in areas with significant biological resources.
- Policy S 3.4** Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire resistant building materials and vegetation.
- Policy S 3.5** Encourage the use of fire resistant vegetation that is compatible with the area's natural vegetative habitats in fuel modification activities.
- Policy S 3.6** Reduce the risk of urban fire hazards through the implementation of regulations and performance standards.

4.12.3 Impact Analysis and Mitigation Measures

■ Methodology

Impacts on fire protection services are considered significant if an increase in population or building area would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction of new fire protection facilities or the expansion of existing fire protection facilities that may have an adverse physical effect on the environment. The LACFD has established objectives for response times for emergency and non-emergency events.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on fire protection if it would do any of the following:

- Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection

■ Effects Not Found to Be Significant

No effects have been identified that would not have an impact with respect to fire protection.

■ Project Impacts and Mitigation

Threshold	Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?
-----------	--

Impact 4.12-1 **Implementation of the Specific Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response. This impact would be *less than significant*.**

Implementation of the proposed Specific Plan would allow for intensification of land uses in identified target areas and zoning changes to facilitate the development of TOD in the SPA. Land use designations would be amended to accommodate a mix of uses. In all cases, existing uses within the SPA would be allowed to remain under the Specific Plan.

Full build-out of the SPA could result in the addition of up to 5,419 dwelling units. Based on an estimated 4.09 persons per household in the SPA, the Specific Plan could result in approximately 22,164 new residents by build-out. This increase in residential development, as well as the proposed increase in

development intensity, would result in an increase in the number of fire service calls to the area compared to existing conditions.

Based on accessibility, the SPA would be served by LACoFD Fire Stations 1, 3, and 22. As discussed above, these stations are currently operating within established level of service standards. Furthermore, based on an annual capacity of responses per unit, each of these stations is operating below capacity with respect to staffing and available apparatus.

Development under the proposed Plan would be required to pay development fees that fund, in part, infrastructure and public service needs. All future development within the SPA would also be subject to County General Plan Safety Element Policy S 3.1 and Policies S 3.4 through S 3.6. Implementation of these actions would ensure that fire hazards are identified during the project review process be prevented or mitigated, fire resistant building materials and vegetation, and regulations and performance standard as established by the LACoFD. Furthermore, all development would be required to comply with provisions of the amended 2010 California Building Code and 2010 California Fire Code, as set forth in the Los Angeles County Fire Code, pertaining to fire protection systems and equipment, general safety precautions, and many other general and specialized fire safety requirements for new and existing buildings and premises, such as emergency access provisions.

Implementation of the proposed Specific Plan would result in a direct population increase by introducing new residential development, and would increase development intensity within the SPA, potentially resulting in an increase in calls for fire services provided to the SPA by the LACoFD. However, the scope of the proposed Plan is accounted for within the General Plan build-out projections and the LACoFD also accounts for growth during the annual budgeting process, impacts would be *less than significant*.

4.12.4 Cumulative Impacts

As additional development occurs in the County, there may be an overall increase in the demand for fire services, including personnel, equipment, and/or facilities. The provision of adequate fire protection services is of critical importance to the County.

All development would be required to comply with provisions of the amended 2010 California Building Code and 2010 California Fire Code, as set forth in the Los Angeles County Fire Code, pertaining to fire protection systems and equipment, general safety precautions, and many other general and specialized fire safety requirements for new and existing buildings and premises, such as emergency access provisions.

As development occurs within the County, the LACoFD will continue to monitor response times to ensure the LACoFD is operating within the established level of service standards. While the LACoFD does not anticipate that the project will generate impacts that exceed LACoFD's existing capacity, if capacity is exceeded, the LACoFD will determine if additional fire protection facilities or equipment are necessary and partner with the County of Los Angeles to provide those improvements. As such with adherence to existing County policies and regulations, the cumulative impact of the proposed Plan would be *less than significant*.

4.12.5 References

- Los Angeles, County. 2012. *Los Angeles County General Plan 2035*. 2012 Draft, May 2012.
<http://planning.lacounty.gov/generalplan> (July 1, 2013).
- Los Angeles County Fire Department (LACoFD). 2011. Hometown Fire Stations.
<http://fire.lacounty.gov/HometownFireStations/HometownFireStations.asp> (access July 26, 2013).
- . 2012. LACoFD Battalion Response Map.
http://fire.lacounty.gov/HometownFireStations/PDFs/CountyFS_map2012.pdf (access July 26, 2013).
- . 2013. 2012 Statistical Summary. http://fire.lacounty.gov/PDFs/2012_StatSummary.pdf
(accessed July 26, 2013).

Police Protection

This section of the EIR describes police protection services within the SPA and analyzes the potential physical environmental effects related to police protection as a result of the proposed Plan. Data for this section were taken from Los Angeles County Sheriff's Department (LASD) website and staff. Full reference-list entries for all cited materials are provided in Section 4.12.10 (References).

4.12.6 Environmental Setting

■ Los Angeles County Sheriff's Department (LASD)

The LASD provides law enforcement services in the SPA and is the largest sheriff's department in the world. In addition to specialized services, the LASD is divided into ten divisions, including the Office of Homeland Security, which focuses on potential threats related to local homeland security issues, such as terrorism or bioterrorism. The LASD provides law enforcement services to more than 1 million people living within ninety unincorporated communities, as well as to more than 4 million residents living within forty contract cities. In addition, LASD provides law enforcement services to nine community colleges, Metro, and forty-eight Superior Courts. In addition to proactive enforcement of criminal laws, the LASD also provides investigative, traffic enforcement, accident investigation, and community education functions (County of Los Angeles 2012, 195).

The LASD budget is approved by the Los Angeles County Board of Supervisors through the utilization of state and local tax dollars. These funds are augmented by revenue generating contracts and grant allowances. The passage of tax limitation measures, decline in the popular support for bond measures, and reductions in state and federal assistance, has hampered the capability of local governments to fund public safety (County of Los Angeles 2012, 196).

While the LASD administers the incarceration facility, the California Highway Patrol (CHP) provides traffic patrol primarily on state highways, enforces traffic regulations, traffic control in unincorporated areas, and responds to traffic accidents and incidents within the SPA.

The SPA is served by the LASD's East Los Angeles Station (5019 E. Third St. East Los Angeles, CA 90022). The East Los Angeles Station serves the following areas: City of Commerce, City of Cudahy, City of Maywood; and unincorporated communities of Belvedere Gardens, City Terrace, Eastmont, East Los Angeles, Saybrook Park, and Union Pacific (LASD 2013a). Figure 4.12-1 identifies the location of the sheriff stations serving the SPA.

The unincorporated East Los Angeles is 7.48 square miles with a resident population of 126,064. Fifty-six deputies are dedicated to providing patrol service to this community. The East Los Angeles station is divided into three teams which conduct investigations by a crime classification format. The Auto Theft/Property Crimes (Team 1) is comprised of one sergeant and six detectives and includes all crimes relating to vehicles thefts and crimes against property such as burglaries and grand thefts. The Family Crimes Unit (Team 2) is comprised of one sergeant and five detectives and is responsible for handling domestic violence cases, elder abuse cases, child abuse cases not handled by the Family Crimes Bureau, sexual assault cases and 290 Penal Code sex registrants. The sergeant also serves as a direct liaison to the Violence Intervention Program (VIP), a program that incorporates the Center for the Vulnerable Child, a Sexual Assault Center, and a Domestic Violence Program. The Robbery/Assault Team (Team 3) is comprised of one sergeant and four detectives responsible for the investigation of all robberies and assaults (LASD 2013b).

4.12.7 Regulatory Framework

■ Federal and State

There are no federal or state regulations related to police protection services applicable to the proposed Plan.

■ Regional

Los Angeles County General Plan 2035

The Los Angeles County General Plan establishes a comprehensive statement of public policy guiding long-term development and resource protection for all incorporated lands within the County. Several elements of the General Plan address regional issues related to public services, including the Housing, Transportation, and Water and Waste Management Elements. Below is a summary of the applicable police policies to the proposed plan.

- Policy S 4.1** Ensure that County residents are protected from the public health consequences of natural or man-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.
- Policy S 4.2** Support County emergency providers in reaching their response time goals.
- Policy S 4.3** Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.
- Policy S 4.4** Encourage the improvement of hazard prediction and early warning capabilities.

Policy S 4.5 Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

The Los Angeles County General Plan also addresses specific issues within its description of the County Sheriff's Department section that details the following issues:

1. **The Need for Adequate Emergency Response Services.** A catastrophic natural or man-made disaster has the potential to severely strain the emergency response and recovery capabilities of federal, state and local governments, and profoundly impact the regional and state economy. It is imperative that there are adequate resources available for emergency response. For example, to effectively and efficiently fulfill all of its functions, the LASD requires a staff level of one deputy sheriff per each 1,000 population. Effective emergency response requires that the County provide public alerts and warnings for disasters. In addition, there is a need for preparedness communications about threats that face communities throughout the County.
2. **Creating Efficiencies through Collaboration and Coordination.** Continued growth and development in the County will significantly affect the LACFD and LASD operations. Coordination among various County departments is necessary to ensure adequate emergency response. Collaboration can also ensure that development occurs at a rate that keeps pace with service needs. In order to maintain an adequate emergency response system, the County must discourage development in hazardous areas, including Very High Fire Hazard Severity Zones, Flood Hazard Zones, and Seismic and Geotechnical Hazard Zones.

4.12.8 Impact Analysis and Mitigation Measures

■ Methodology

Impacts on police services are considered significant if an increase in population in the SPA results in a reduction in service levels, as measured by the ability of the LASD to respond to calls for service within the established Priority 1 response time standard, requiring additional staffing and equipment or the construction or expansion of new or altered police protection facilities that might have an adverse physical effect on the environment.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on police protection if it would do the following:

- Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection

■ Effects Not Found to Be Significant

No effects have been identified that would not have an impact with respect to police protection.

■ Project Impacts and Mitigation

Threshold	Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection?
-----------	--

Impact 4.12-2 **Implementation of the Specific Plan would not create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. This impact would be *less than significant*.**

Implementation of the proposed Specific Plan would allow for the amendment of land use designations and the potential for an increase in densities of existing and new uses in the SPA. Land use designations would be amended to accommodate a mix of uses. In all cases, existing uses within the study area would be allowed to remain under the Specific Plan unless the site or parcel is redeveloped.

Full build-out of the SPA could result in the addition of up to 5,419 dwelling units. Based on an estimated 4.09 persons per household in the SPA, the Specific Plan could result in approximately 22,164 new residents by buildout. This increase in residential and mixed-use development, as well as the proposed increase in overall development intensity would create a new urban environment that would result in an increase in the number of calls for service to the area and subsequent potential reduction in service levels to all parts of the County compared to existing conditions.

As stated above, the expected growth in resident population per build-out of the Specific Plan would result in an approximate net increase of 22,164 residents. The Los Angeles County General Plan requires a staff level of one deputy sheriff per 1,000 individuals. Assuming this present standard and expected level of growth for the SPA, an additional 22.16 deputies would be required to service the SPA. A variety of approaches can be employed to ensure adequate staffing levels, including, but not necessarily limited to, hiring (temporary and/or full-time), authorizing overtime and/or reassignments. Therefore, increases in staffing are evaluated by the LASD during its annual budgetary process, and personnel are hired, or overtime pay is funded for existing personnel, as needed, to ensure that adequate police protection services are provided. Therefore, no new or physically altered governmental facilities would be required to maintain adequate levels of police protection.

In addition to an increase in residential population, implementation of the proposed Plan would also result in the issuance of new alcohol permits in the County, which could result in an increased need for police protection services. However, existing regulations have been established to evaluate the issuance of these permits to ensure that any potential impacts with respect to crime or hazardous conditions are reduced or eliminated. California Business and Professions Code Sections 23950 to 23962 list the regulations that the California Department of Alcoholic Beverage Control (ABC) follow when reviewing liquor permit applications. The ABC may deny a permit for a number of reasons, including an undue concentration of alcohol permits as compared to other areas, or the potential issuance of a permit in a

high-crime neighborhood. Further, the ABC seeks the input of the prevailing jurisdiction before issuing or denying a permit.

In summary, future development under the proposed Plan is not expected to notably affect LASD resources given that General Fund monies from increased property tax revenue associated with development under the Specific Plan, as well as other fee revenues, may be used to augment equipment levels and provide for adequate staffing levels such that the County's police response times can be maintained. Therefore, persons on-site or elsewhere in the SPA would not be exposed to increased risks as a result of the proposed Plan's additional demands on the LASD. Consequently, impacts to police services would be *less than significant*.

4.12.9 Cumulative Impacts

As additional development occurs in the SPA, there may be an overall increase in the demand for police services, including personnel and/or equipment. The provision of adequate police services is of critical importance to the County, and funds are allocated to these services during the annual monitoring and budgeting process to ensure that police protection services are responsive to changes in the County. Funds collected in the form of plan check fees, inspection fees, and permit fees (for new development) are deposited into the General Fund and allocated to County services, as needed. Similarly, staffing levels are evaluated by the LASD annually, and personnel are hired, as needed, to ensure that adequate police protection services are maintained. The cumulative impact, therefore, on police services in the County would be *less than significant*.

In addition, because no new or physically altered facilities would be required to accommodate the growth under the proposed Plan in order to maintain acceptable levels of service, The cumulative impact of the proposed Plan would be *less than significant*.

4.12.10 References

Los Angeles, County of. 2012. *Los Angeles County General Plan 2035*. 2012 Draft, May 2012.
<http://planning.lacounty.gov/generalplan> (July 1, 2013).

Los Angeles County Sheriff's Department (LACSD). 2013a. East Los Angeles Station Homepage.
<http://shq.lasdnews.net/pages/patrolstation.aspx?id=ELA> (accessed July 26, 2013).

———. 2013b. East Los Angeles Station About Us.
<http://shq.lasdnews.net/content/uoa/ELA/AboutUs-EastLosAngeles.pdf> (accessed July 26, 2013).

Schools

This section of the Draft EIR describes school services within the SPA and analyzes the potential physical environmental effects related to schools created by construction of new or additional facilities associated with implementation of the proposed plan. Data for this section were taken from Los Angeles Unified School District (LAUSD) website. All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.12.11 Environmental Setting

■ Los Angeles Unified School District (LAUSD)

LAUSD was founded in 1853 and enrolls more than 640,000 students in kindergarten through grade 12, at over 900 schools, and 187 public charter schools. The boundaries spread over 720 square miles and include City of Los Angeles as well as all or parts of thirty-one smaller municipalities plus several unincorporated sections of Southern California (LAUSD 2013). LAUSD's 2012/13 school year enrollment was estimated at 817,983 elementary school students, 236,142 middle school students, and 508,274 high school students (CDOE 2013).

There are nine LAUSD's schools serving the SPA, including Belvedere Elementary, Rowan Avenue Elementary, Marianna Avenue Elementary, Brooklyn Avenue Elementary, Morris K. Hamasaki Elementary, Humphreys Elementary, Belvedere Middle School, David Wark Griffith Middle, and James A. Garfield Senior High. Additionally, there are three continuation/specialized schools, including Monterey Continuation High School, Hilda L. Solis Learning Academy, and Alfonso Perez Special Education Center. Table 4.12-2 (Schools Serving the Specific Plan Area) includes the location, capacity, and enrollment of each of the schools serving the project site. The location of schools serving the SPA identified in Figure 4.12-2 (Location of School and Library Facilities Serving the Specific Plan Area).

Enrollment, Overcrowding, and Funding

The California Department of Education (CDOE) provides enrollment statistics along with an Overcrowding Relief Grants program for schools serving the SPA is provided in Table 4.12-2. Based on the California Basic Educational Data System enrollment data for the 2012/13 school year, enrollment at LAUSD is 655,494 students and the total enrollment of schools serving the SPA is 9,985. The Overcrowding Relief Grants Program (ORG) provides funding to replace portable classrooms with permanent buildings. Eligible Schools are required to have a pupil population density at or above 175 percent of the CDOE's recommended pupil population density.

The CDOE-recommended pupil density per acre for grades K–12 is listed in Table 4.12-3 (California Department of Education–Recommended Pupil Density per Acre).

Table 4.12-2 Schools Serving the Specific Plan Area

<i>School (Grades)</i>	<i>Address</i>	<i>2012/13 Enrollment^a</i>	<i>Pupil Density per Acre</i>	<i>Maximum Eligible Pupils</i>
Belvedere ES (K-5)	3724 East 1 st St Los Angeles, CA 900063	904	167	275
Rowan Avenue ES (K-5)	600 S. Rowan Ave Los Angeles, CA 90023	1,004	165	175
Marianna Avenue ES (K-6)	4215 East Gleason St Los Angeles, CA 90063	418	110	113
Brooklyn Avenue ES (K-8)	4620 Cesar Chavez Ave Los Angeles, CA 90022	620	N/A	N/A
Morris K. Hamasaki ES (K-6)	4865 East First St Los Angeles, CA 90022	426	N/A	N/A
Humphreys ES (K-5)	500 S. Humphreys Ave Los Angeles, CA 90022	825	N/A	N/A
Belvedere MS (6-8)	312 N. Record Ave Los Angeles, CA 90063	1,384	167	324
David Wark Griffith MS (6-8)	4765 E. Fourth St Los Angeles, CA 90022	1,382	151	459
James A. Garfield Senior HS (9-12)	5101 East Sixth St Los Angeles, CA 90022	2,468	102	702
Monterey Continuation HS (9-12)	466 S. Fraser Ave Los Angeles, CA 90022	80	N/A	N/A
Hilda L. Solis Learning Academy (9-10)	319 N. Humphreys Ave Los Angeles, CA 90022	126	N/A	N/A
Alfonso Perez Special Education Center (K-12)	4540 Michigan Ave Los Angeles, CA 90022	348	N/A	N/A
Total		9,985	N/A	N/A

SOURCES:

- a. California Department of Education, Overcrowding Relief Grants Program (2013), <http://www.cde.ca.gov/ls/fa/co/overcrowdedschools.asp> (accessed December 17, 2013).
- b. Geoffrey Smith, Email from Director of Facilities Services, Los Angeles Unified School District (July 2013).

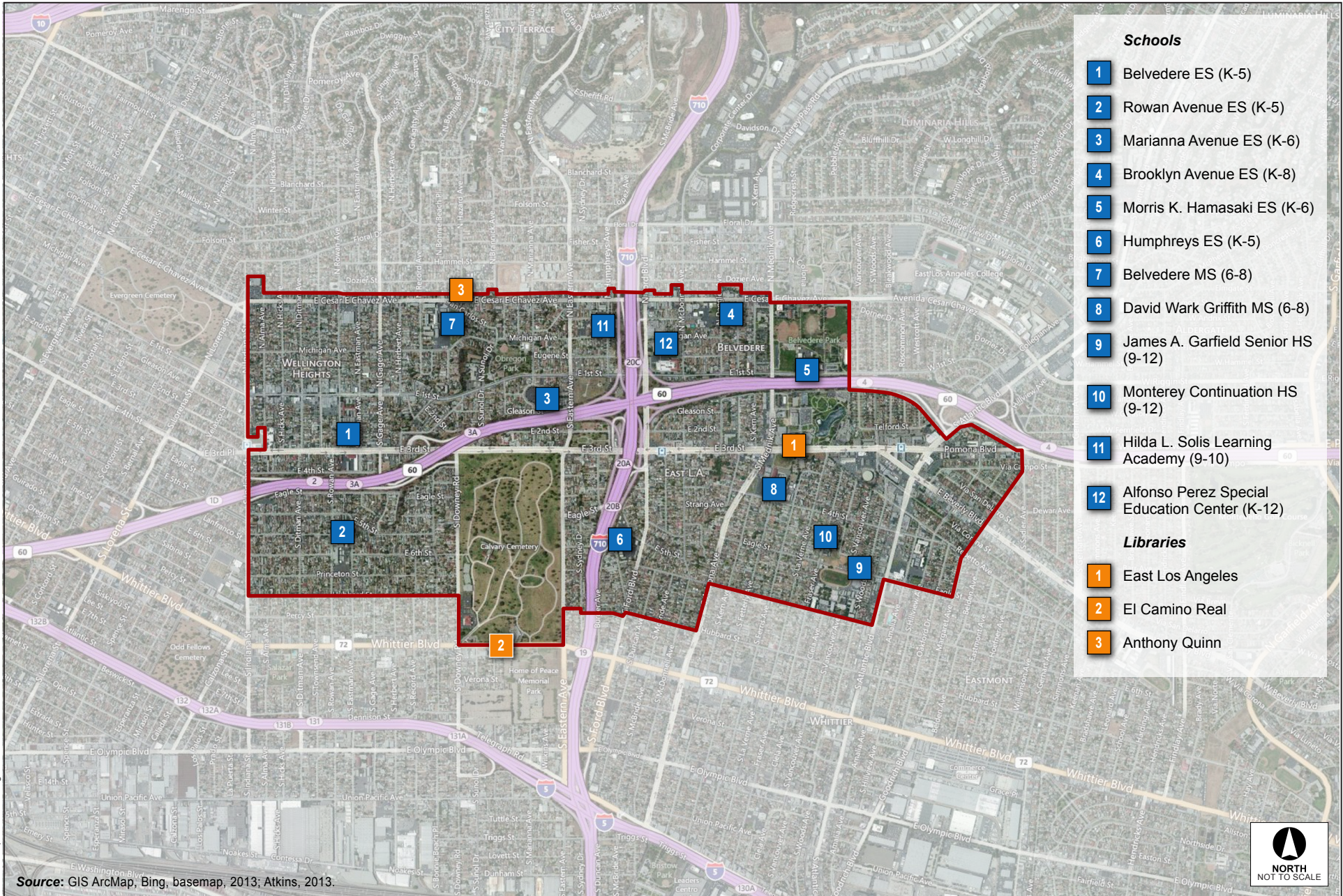


Figure 4.12-2
Location of School and Library Facilities Serving the Specific Plan Area

Table 4.12-3 California Department of Education–Recommended Pupil Density per Acre

<i>Grade Level</i>	<i>100%</i>	<i>150%</i>	<i>175%</i>
Grades K–6	57	85	100
Grades 7–12	43	65	75

SOURCE: California Department of Education, Overcrowding Relief Grants Program (2013), <http://www.cde.ca.gov/ls/fa/co/overcrowdedschools.asp> (accessed December 17, 2013).

The current pupil density per acre for the eligible schools within the SPA is compared to that of the Maximum Eligible Pupils to determine the population density for the given school.

There are significant distinctions in the way that the County and the school districts define growth. The County defines growth as new and expanding development, whereas the school districts define growth as a change in demographics that leads to higher enrollment. While higher enrollment levels may result from new physical development, they are often the result of an increased birth rate and young families moving into existing housing stock. Therefore, school districts would still experience growth even if there were no further physical development.

To help reduce overcrowding at public schools, LAUSD is continuing the implementation of a \$19.5 billion voter-approved program initiated in 1997 to build new schools and reduce overcrowding and improve existing campuses throughout the district (LAUSD 2012b). In addition to utilizing Senate Bill 50 (SB 50) (see Section 4.12.12 [Regulatory Framework]) and the 1997 voter approved fees, other major statewide funding sources for school facilities are Proposition 47, a \$13.2 billion bond approved in November 2002 containing \$11.4 billion for K–12 public school facilities, and Proposition 55, a \$12.3 billion bond approved in March 2004 containing \$10 billion to address overcrowding and accommodate future growth in K–12 schools. Local measures provide additional funding for existing and new school construction projects.

Utilizing the funding sources described above, LAUSD has implemented the New School Construction Program, a multiyear capital improvement program. The New School Construction Program is the major component of LAUSD’s plan to reduce overcrowding and improve existing campuses throughout the district. Since the first bond was passed in 1997, LAUSD had completed 111 new K–12 schools and more than 25,000 modernization and repair projects. Twenty new K–12 schools remain to be built under the program (LAUSD 2012b).

■ Private Schools

The SPA also contains several private schools. Private schools in the SPA are shown in Table 4.12-4 (Private Schools in the SPA).

<i>School</i>	<i>Location</i>
Stevenson Middle School	725 S Indiana St, Los Angeles, CA 90023
Our Lady of Guadalupe Schools—LA (K–8)	436 N Hazard Ave, Los Angeles, CA 90063
Hammel Street Elementary School	438 N Brannick Ave, Los Angeles, CA 90063
Robert Hill Lane Elementary	1500 Avenida Cesar Chavez, Monterey Park, CA 91754
East Los Angeles College	1301 Avenida Cesar Chavez, Monterey Park, CA 91754
4 th Street Primary Center	469 Amalia Ave, Los Angeles, CA 90022

SOURCES: USA.com, East Los Angeles, CA Private Schools (n.d.), <http://www.usa.com/east-los-angeles-ca-private-schools.htm> (accessed December 17, 2013).

4.12.12 Regulatory Framework

■ Federal

There are no federal regulations related to schools that are applicable to the proposed plan.

■ State

California State Assembly Bill 2926 (AB 2926)—School Facilities Act of 1986

In 1986, AB 2926 was enacted by the State of California authorizing entities to levy statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926, titled the School Facilities Act of 1986, was expanded and revised in 1987 through the passage of AB 1600, which added Government Code Sections 66000 et seq. Under this statute, payment of statutory fees by developers would serve as total CEQA mitigation to satisfy the impact of development on school facilities.

California Government Code Section 65995—School Facilities Legislation

The School Facilities Legislation was enacted to generate revenue for school districts for capital acquisitions and improvements.

California Senate Bill 50 (SB 50)

The passage of SB 50 in 1998 defined the Needs Analysis process in Government Code Sections 65995.5 to 65998, and provided funds for necessary new, expanded, or improved education facilities. Under the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. There are three types of fees associated with SB 50. Level One fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level Two fees require the developer to provide one-half of the costs of accommodating students in new schools, while the state would provide the other half. Level Three fees require the developer to pay the full cost of accommodating the students in new schools and would be implemented at the time the funds available from SB 50 are expended. School districts must demonstrate

to the state their long-term facilities needs and costs based on long-term population growth in order to qualify for this source of funding. However, voter approval of Proposition 55 on March 2, 2004, precludes the imposition of the Level Three fees for the foreseeable future. Therefore, once qualified, districts may impose Level One and Level Two fees, as calculated according to SB 50.

School Facilities Fees

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620 (LAUSD 2002).

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to reduce a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996).

■ **Local**

Los Angeles County General Plan

The Los Angeles County General Plan establishes a comprehensive statement of public policy guiding long-term development and resource protection for all incorporated lands within the County. Several elements of the General Plan address regional issues related to public services, including the Housing, Transportation, and Water and Waste Management Elements. Below is a summary of the applicable school policies to the proposed plan.

Policy PS/F 7.2 Proactively work with school facilities and education providers to coordinate land use and facilities planning.

Policy PS/F 7.3 Encourage adequate facilities for early care and education.

4.12.13 Impact Analysis and Mitigation Measures

■ **Methodology**

Impacts on schools are determined by analyzing the projected increase in the demand for schools as a result of a proposed project and comparing the projected increase with the schools' remaining capacities to determine whether new or altered facilities would be required. Impacts on schools are considered to be less than significant with payment of Alternative Fees, and/or the County Interim School Facilities Fees, that are imposed to provide for school facilities construction, improvements, and expansion.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on schools if it would do the following:

- Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for schools

■ Effects Not Found to Be Significant

No effects were identified that would have no impact with respect to schools.

■ Project Impacts and Mitigation

Threshold	Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for schools?
-----------	--

Impact 4.12-3 **Implementation of the Specific Plan would not create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for schools. This impact would be *less than significant*.**

According to the LAUSD, residential units would generate 0.1141 elementary school students, 0.0571 middle school students and 0.0694 high school students. Therefore, based on full residential build-out of the Specific Plan of 4,831 new multifamily residential units and 279 single-family units, approximately 583 elementary school students, 292 middle school students, and 355 high school students for a total of 1,230 new students could be generated over build-out of the proposed Specific Plan. However, this is a worst-case scenario, as it is unlikely that the proposed Plan would result in the projected number of students based on SGRs because of the targeted resident population (which are invariably empty nesters or young professionals seeking transit-oriented development), as described in detail in Section 4.11 (Population/Housing) of this PEIR. Based on the capacity of each of the schools serving the project site and the estimated number of elementary-school-, middle-school-, and high-school-age students generated from build-out of the proposed Plan, Brooklyn Avenue Elementary School, Morris K. Hamasaki Elementary School, Humphreys Elementary School, Monterey Continuation High School, Hilda L. Solis Learning Academy, and Alfonso Perez Special Education Center would continue to operate below capacity, and Belvedere Elementary School, Rowan Avenue Elementary School, Belvedere Middle School, Marianna Avenue Elementary School, David Wark Griffith Middle School, and James A. Garfield Senior High School would continue operate above capacity with implementation of the proposed Specific Plan, consistent with existing conditions. As such, the proposed Specific Plan would contribute to existing overcrowded conditions at the high school serving the SPA. Refer to Table 4.12-2.

To assist in providing facilities to serve students generated by new development, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. Pursuant to California Government Code Section 65885(3)(h) (SB 50, chaptered August 27, 1998), the payment of statutory fees “... is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.”

As described above, the LAUSD is eligible to receive new construction funding under the School Facilities Program and may impose Alternative Fees. Depending on the availability of state funds for new construction, future residential development would be subject to varying fees per assessable square footage of new residential development when funds are not available. The Alternative Fees will be used to fund (i) new school facilities, (ii) expansion of existing school facilities, and (iii) other upgrades to existing school facilities, but only to the extent that such items are needed to accommodate the projected student population generated from future residential development. The payment of these school fees would offset any additional increase in education demand at the elementary, middle and high schools serving the project site, and satisfy any potentially significant impacts per CEQA. Therefore, this would be a *less-than-significant* impact.

4.12.14 Cumulative Impacts

Increases in residential development throughout LAUSD boundaries could generate additional demand for public school classroom seating capacity in local schools. The degree to which this demand would be satisfied is dependent upon future enrollment trends. The LAUSD is operating above capacity, and is projected to continue to operate above capacity. All new private development is required to pay statutory impact fees to the school district to help fund construction of additional classrooms and offset any additional increases in education demand at elementary, middle, and high schools. Given the payment of these fees, the cumulative impact of future development, including development under the proposed Specific Plan, on the LAUSD would be less than significant. In addition, the incremental effect of the proposed Plan on this impact would not be cumulatively considerable for the same reasons. Therefore, the cumulative impact of the project on schools would be *less than significant*.

4.12.15 References

- California Department of Education (CDOE). 2013a. 2012-13 District and School Enrollment by Grade for Los Angeles Unified School District, May 30. <http://dq.cde.ca.gov/dataquest/Enrollment/GradeEnr.aspx?cChoice=DistEnrGr2&cYear=2012-13&cSelect=1964733--LOS%20ANGELES%20UNIFIED&TheCounty=&cLevel=District&cTopic=Enrollment&myTimeFrame=S&cType=ALL&cGender=B> (accessed July 29, 2013).
- . 2013b. Overcrowding Relief Grants Program. <http://www.cde.ca.gov/ls/fa/co/overcrowdedschools.asp> (accessed December 17, 2013).
- Los Angeles Unified School District (LAUSD). 2002. *School Facilities Fee Plan*, March 2, 2002.

- . 2012a. East Educational Service Center Map, July.
http://home.lausd.net/apps/pages/index.jsp?uREC_ID=178745&type=d (accessed July 26, 2013).
- . 2012b. Fingertip Facts 2011–2012. http://notebook.lausd.net/pls/ptl/docs/page/ca_lausd/lausdnet/offices/communications/communications_facts/11-12fingertipfactsrevised.pdf (accessed July 26, 2013).
- . 2013. District Information.
http://home.lausd.net/apps/pages/index.jsp?uREC_ID=178745&type=d (accessed July 26, 2013).
- Smith, Geoffrey. Email from Director of Facilities Services, Los Angeles Unified School District, July 2013.
- USA.com. n.d. East Los Angeles, CA Private Schools. <http://www.usa.com/east-los-angeles-ca-private-schools.htm> (accessed December 17, 2013).

Libraries

This section of the EIR describes the current status of library services within the SPA, including a discussion of existing library facilities and library items, and the ability of the library services within the SPA to meet the current needs of the County. Data for this section were taken from the County of Los Angeles Public Library (County Library) website and staff. Full reference-list entries for all cited materials are provided in Section 4.12.20 (References).

4.12.16 Environmental Setting

■ County of Los Angeles Public Library (County Library)

Library services in the County are provided by the County Library system. The County Library was established in 1912 and provides library service to over 3.5 million residents living in unincorporated areas and to residents of fifty-one of the eighty-eight incorporated cities of Los Angeles County. The service area extends over 3,000 square miles. The County Library system has 85 facilities and four bookmobiles. Supplementing the 7.5 million volume book collection, the County Library also offers magazines, newspapers, government publications and many specialized materials including online databases (County Library 2013a, 2013e, 2013f).

The SPA is within the Southeast Planning Area and has three facilities: East Los Angeles Library, El Camino Real Library, and Anthony Quinn Library. Figure 4.12-2 identifies the location of library facilities serving the SPA. The public schools in the SPA maintain their own library collections.

The libraries are open varying hours 6 to 7 days per week; with the East Los Angeles Library open Sunday afternoons. Typical library hours range from 10:00 AM to 8:00 PM., on weekdays, with reduced hours on the weekends.

Collections

The County Library has an automated circulation system that inventories available materials. As of December 2013, the SPA libraries comprised 222,182 items out of the overall County Library collection

(Table 4.12-5 [Existing County Library Resources within the SPA]). The County Library system also participates in an interlibrary loan program with other local and national libraries in order to make available an even larger selection of materials.

Table 4.12-5 Existing County Library Resources within the SPA		
<i>Library</i>	<i>Facility Size (square feet)</i>	<i>Resources Available (books, audio and video recordings, periodicals, etc.)</i>
East Los Angeles ^a	26,300	134,390
El Camino Real ^b	3,280	38,986
Anthony Quinn ^c	7,275	48,806
Total	36,855	222,182

SOURCES:

- a. County of Los Angeles Public Library, East Los Angeles Library (2013), <http://www.colapublib.org/ljbs/eastla/index.php>; Brian Sternberg, personal communication between Los Angeles County and Tomoki Demers, Atkins (December 17, 2013).
- b. County of Los Angeles Public Library, El Camino Real Library (2013), <http://www.colapublib.org/ljbs/elcaminoel/index.php>; Brian Sternberg, personal communication between Los Angeles County and Tomoki Demers, Atkins (December 17, 2013).
- c. County of Los Angeles Public Library, Anthony Quinn Library (2013), <http://www.colapublib.org/ljbs/quinn/index.php>; Brian Sternberg, personal communication between Los Angeles County and Tomoki Demers, Atkins (December 17, 2013).

The 2012 population within the SPA was 32,107. The Library’s current planning guidelines specify 2.75 library material items per resident and 0.5 square foot (sf) per resident. The current library material items consist of 222,182 items and are housed in buildings totaling 36,855 sf of facility space (Table 4.12-5). The current amount of square feet of facility space, as per the Library standard, is in a surplus of 20,802 sf. Therefore, the existing libraries in the SPA meet the County’s service level guideline for library items and meet the guideline for available library space per capita.

Funding

All County libraries are funded by a number of sources, listed here in descending proportions:

- Property taxes
- County General Fund Allocation (which the Board of Supervisors approves annually)
- A voter-approved special tax for the unincorporated areas and eleven cities served by the Library
- Revenue from fines and fees
- Developer fees for new residential development in the County’s Planning Area

Because the Library is a special district almost wholly dependent on the property tax, revenue has declined since the passage of Proposition 13 in 1978, resulting in significant cutbacks in library services. Alternative financing methods have been used to augment the property tax, including a Mello-Roos Community Facilities District, developer impact fees or developer agreements, and a voter-approved special tax.

4.12.17 Regulatory Framework

■ Federal

There are no federal regulations related to library services applicable to the proposed plan.

■ State

There are no state regulations related to library services applicable to the proposed plan.

■ Local

Library Facilities and Technology Mitigation Fee

On October 27, 1998, the Board of Supervisors adopted an ordinance establishing a library facilities mitigation fee (developer fee) and was codified as Los Angeles County Code Chapter 22.72. The developer fee program took effect on December 26, 1998, and was implemented in all unincorporated communities served by the County Library. A separate fund was established for each of the County Library's seven planning areas and expended solely for the purposes for which the fees were collected. The provisions of the Library Facilities Mitigation Fee Ordinance are applicable to residential projects only.

The mitigation fee in each of the seven planning areas is reviewed annually by the County Librarian, in consultation with the County Auditor Controller, and is adjusted every July 1. No adjustment shall increase or decrease the fee to an amount more or less than the amount necessary to recover the cost of providing applicable library facilities and services.

Los Angeles County General Plan

The Los Angeles County General Plan establishes a comprehensive statement of public policy guiding long-term development and resource protection for all incorporated lands within the County. Several elements of the General Plan address regional issues related to public services, including the Housing, Transportation, and Water and Waste Management Elements. Below is a summary of the applicable libraries policies to the proposed plan.

Policy PS/F 8.1 Ensure a desired level of library service through coordinated land use and facilities planning.

Policy PS/F 8.2 Support library mitigation fees that adequately address the impacts of new development.

4.12.18 Impact Analysis and Mitigation Measures

■ Methodology

Impacts on library services are considered significant if the project would create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or

physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for libraries. .

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on library services if it would do the following:

- Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for libraries

■ Effects Not Found to Be Significant

No effects have been identified that have no impact with respect to libraries.

■ Project Impacts and Mitigation

Threshold	Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for libraries?
-----------	--

Impact 4.12-4 Implementation of the Specific Plan would not create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for libraries. This is considered a less-than-significant impact. Implementation of mitigation would further reduce this *less-than-significant* impact.

Implementation of the Specific Plan would result in an increase in residential development which would increase the demand for library service. The County Library’s current planning guidelines specify 2.75 library material items per 1,000 residents and 0.5 sf per 1,000 residents. The expected population at buildout of the SPA is 54,271; this population would require 149,245 library items and 27,136 sf of library space. Therefore, the expected population at buildout of the SPA would meet the guidelines of 2.75 library items per 1,000 residents.

As build-out of the SPA increases, additional residential units would be built. As discussed above, the County applies a library facilities mitigation fee to new residential developments in unincorporated areas. This fee is intended to mitigate the significant adverse impacts of increased residential development on the County Library system. The library facilities mitigation fee is based on the estimated cost of providing the projected library facility needs in each library planning area. Therefore, with payment of the requisite fees, the increase in resident population resulting from implementation of the proposed Plan would not require any new or physically altered library facilities to serve the proposed plan, the construction of

which could result in significant environmental impacts. This impact would be *less than significant* with implementation of mitigation measure MM4.12-1.

MM4.12-1 *Project developers shall pay the current library fee at the time of building permit issuance (\$830.00 per residential unit as of July 1, 2011) to the County of Los Angeles to offset the demand for library items and building square footage generated by the proposed plan. The library mitigation payment shall be made on a building permit by building permit basis by the developer for residential projects.*

4.12.19 Cumulative Impacts

Additional development in the SPA would increase the demand for library services. However, because the Library is funded largely by property taxes which is required by all property owners, and the proposed Specific Plan would result in an increase in property tax revenues as a result of new development, future development occurring in the SPA would contribute to the funding of the Library system that would augment any increased demand on library services. As such, the incremental effect of the proposed Plan on libraries would not be cumulatively considerable. Thus, the cumulative impact of the project on library services would be *less than significant*.

4.12.20 References

County of Los Angeles Public Library (County Library). 2013a. About Us.

<http://www.colapublib.org/aboutus/> (accessed July 25, 2013).

———. 2013b. Anthony Quinn Library. <http://www.colapublib.org/libs/quinn/index.php> (accessed July 25, 2013).

———. 2013c. East Los Angeles Library. <http://www.colapublib.org/libs/eastla/index.php> (accessed July 25, 2013).

———. 2013d. El Camino Real Library. <http://www.colapublib.org/libs/elcaminoreal/index.php> (accessed July 25, 2013).

———. 2013e. Statistical Information. <http://www.colapublib.org/aboutus/info.html> (accessed July 25, 2013).

———. 2013f. Strategic Plan. <http://www.colapublib.org/aboutus/strategic.html> (accessed July 25, 2013).

Sternberg, Brian. 2013. Personal communication between Los Angeles County and Tomoki Demers, Atkins, December 17.

4.13 RECREATION

This section of the EIR analyzes the potential environmental effects on recreation from implementation of the proposed Plan. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix F to this Draft EIR, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); and East Los Angeles Community Plan (Los Angeles 1988). All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.13.1 Environmental Setting

■ Existing Conditions

East Los Angeles contains a total of 75.54 acres of public parkland, consisting of 44.8 acres of local parkland and 30.74 acres of regional parkland.

According to the proposed Specific Plan, the study area contains three parks with existing park spaces covering a total of 55.6 acres. The developed parks contain amenities, such as children’s play areas, multi-purpose fields, restrooms, picnic tables, etc. Figure 4.13-1 (Location of Park and Recreational Facilities Serving the Specific Plan Area) identifies the location of park and recreational facilities serving the Specific Plan area (SPA). Table 4.13-1 (County Parks Serving the Specific Plan Area) lists the parks serving the SPA.

<i>Name</i>	<i>Location</i>	<i>Acreage</i>
Belvedere Community Regional Park	4914 Cesar Chavez Ave Los Angeles, CA 90022	30.74
Eugene A. Obregon Park	4021 E First St Los Angeles, CA 90022	10.94
Atlantic Avenue Park	570 S Atlantic Blvd Los Angeles, CA 90022	1.96
City Terrace Park	1126 N. Hazard Ave Los Angeles, CA 90063	15.31
Ruben F. Salazar Park	3864 Whittier Blvd Los Angeles, CA 90023	7.92
Parque de los Suenos	1333 S. Bonnie Beach Place Los Angeles, CA 90032	1.61
Saybrook Park	6250 E. Northside Dr Los Angeles, CA 90022	7.06

SOURCE: Los Angeles County Department of Parks and Recreation, 2014.

East Los Angeles currently has 0.6 acre of parkland per 1,000 residents.

The Department of Parks and Recreation (Department) is currently in the process of preparing the East Los Angeles Community Parks and Recreation Plan, which will identify specific new park or greening projects that may be funded and implemented in the future. The Department is also working on a number of park improvement projects within the SPA:

- **Belvedere Park**—New Olympic-size swimming pool to open in July 2014 (currently under construction)
- **City Terrace Park**—Refurbish tot playground with path improvements (in planning stages); refurbish picnic shelter and ADA access of playground (planning stages); south of the SPA and within the East Los Angeles community
- **Salazar Park**—Refurbish tot playground with path improvements (planning stages); north of the SPA and within the East Los Angeles community

4.13.2 **Regulatory Framework**

■ **Federal**

There are no federal regulations related to park services applicable to the proposed Plan.

■ **State**

Quimby Act

The Quimby Act was established by the California legislature in 1965 to provide parks for the growing communities in California. The Act authorizes cities to adopt ordinances addressing parkland and/or in-lieu fees for residential subdivisions for the purpose of providing parklands and recreational facilities.

The California Quimby Act, which is part of the Subdivision Map Act, applies to residential subdivisions and permits the County, by ordinance, to require the dedication of land or payment of fees for park and recreational purposes. As part of its approval of a subdivision, the County may require the subdivider to provide land to serve the park and recreational needs of future residents of the subdivision. The Quimby Act establishes a standard of dedicating 3 acres of parkland per 1,000 residents for subdivisions. However, as a condition of zone change approval, General Plan amendment, specific plan approval, or development agreement, the County may require a subdivider to dedicate land according to the following General Plan standards of 4 acres of local parkland per 1,000 residents in the unincorporated areas, and 6 acres of regional parkland per 1,000 residents. This requirement is justified as long as an appropriate nexus between the project and the dedication can be shown.

Quimby fees may be used to acquire land for local park purposes, improve local parkland (including existing local parks), or both acquire and develop local parkland. To convert a Quimby obligation in land (acres) into the Quimby fee, the land obligation is multiplied by the Representative Land Value (RLV) per acre for the Park Planning Area (PPA) in which the subdivision is located. RLVs are adjusted annually based upon changes in the Consumer Price Index. Because of the need for usable public parkland for active recreation purposes, DPR rarely gives any Quimby credit for parkland exceeding a

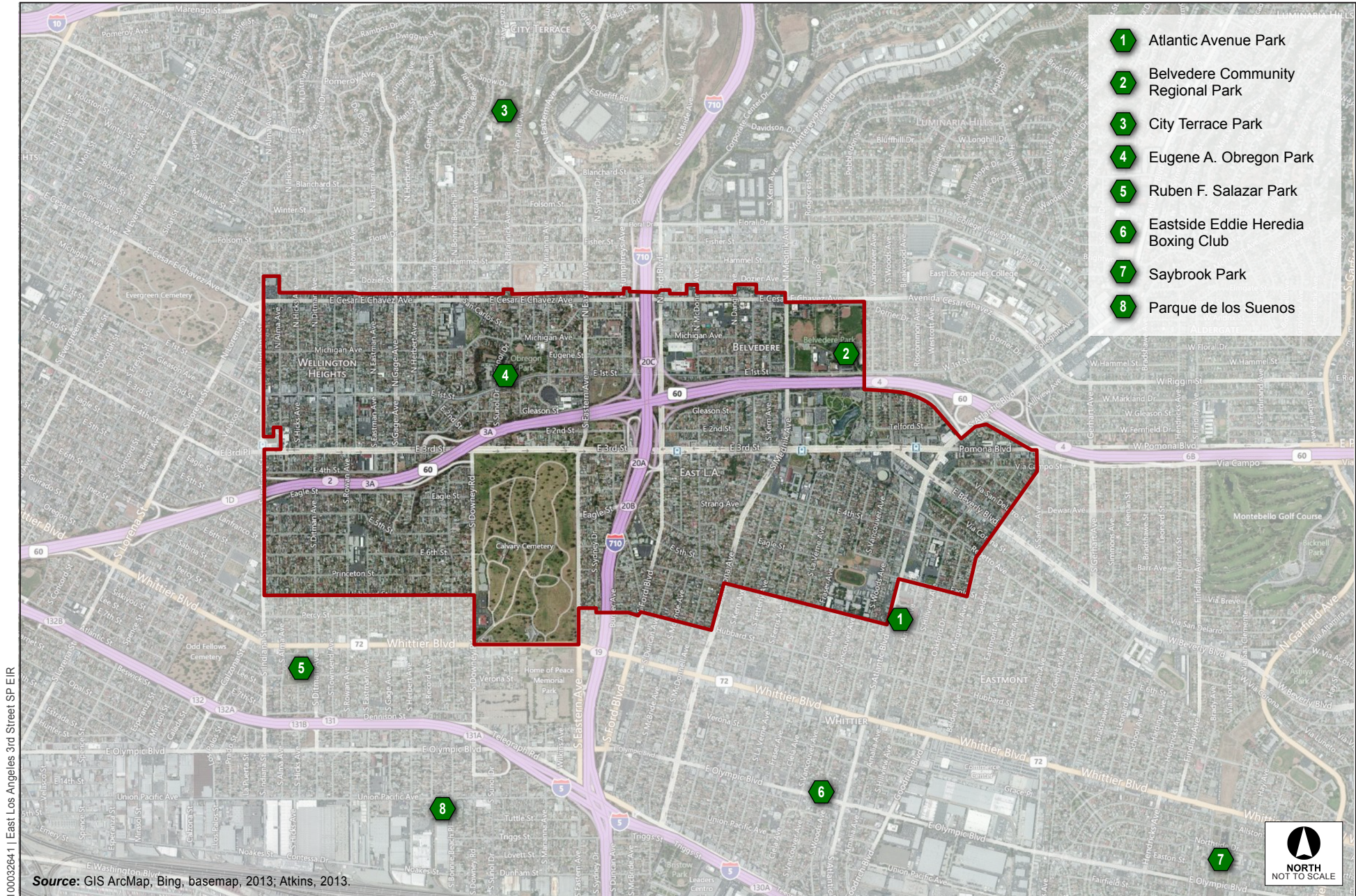


Figure 4.13-1
 Location of Park and Recreational Facilities Serving the Specific Plan Area

slope of three percent and instead gives credit for the “net” park acreage (maximum slope of three percent) the County receives. According to Policy P/R 3.10, DPR does not accept undeveloped park sites from developers. This means that the developer is required to provide a developed park to the County on a “turn-key” basis and receives credit for the costs of developing the public park up to and against any remaining Quimby obligation, after accounting for the net acreage dedicated to the County. For the purposes of the County’s Quimby Act Ordinance, the unincorporated areas are divided into 47 PPAs, based on location and neighborhood characteristics. The Quimby fees generated in one PPA may not be spent in another area (Los Angeles County 2013).

State Public Park Preservation Act

The primary instrument for protecting and preserving parkland is the state Public Park Preservation Act. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

California Street and Highway Code

The California Street and Highway Code assists in providing equestrian and hiking trails within the right-of-way of county roads, streets, and highways.

■ Local

Los Angeles County General Plan

The Los Angeles County General Plan establishes a comprehensive statement of public policy guiding long-term development and resource protection for all incorporated lands within the County. Several elements of the General Plan address regional issues related to public services, including the Housing, Transportation, and Water and Waste Management Elements. Below is a summary of the applicable park policies to the proposed plan.

Goal 1 Enhanced active and passive park and recreation opportunities for all users.

Park Programming

- Policy 1.1** Provide opportunities for public participation in designing and planning parks and recreation programs.
- Policy 1.2** Provide additional active and passive recreation opportunities based on a community’s setting, and recreational needs and preferences.
- Policy 1.3** Consider emerging trends in parks and recreation when planning for new parks and recreation programs.
- Policy 1.4** Promote efficiency by building on existing recreation programs.

Park Management

- Policy 1.5** Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible.
- Policy 1.6** Improve existing parks with needed amenities and address deficiencies identified through the park facility inventories.
- Policy 1.7** Ensure adequate staffing, funding, and other resources to maintain satisfactory service levels at all County parks and recreational facilities.
- Policy 1.8** Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities.
- Policy 1.9** Offer more lighted playing fields using energy efficient light fixtures where appropriate to extend playing time.
- Policy 1.10** Ensure a balance of passive and recreational activities in the development of new park facilities.
- Policy 1.11** Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances.

Goal 2 Enhanced multi-agency collaboration to leverage resources.

Collaboration and Financing

- Policy 2.1** Develop joint-use agreements with other public agencies to expand recreation services.
- Policy 2.2** Establish new revenue generating mechanisms to leverage County resources to enhance existing recreational facilities and programs.
- Policy 2.3** Build multi-agency collaborations with schools, libraries, non-profit, private, and other public organizations to leverage capital and operational resources.
- Policy 2.4** Utilize school and library facilities for County sponsored and community sponsored recreational programs and activities.
- Policy 2.5** Support the development of multi-benefit parks and open spaces through collaborative efforts among entities such as cities, County, state, and federal agencies, private groups, schools, private landowners, and other organizations.
- Policy 2.6** Participate in joint powers authorities (JPAs) to develop multi-benefit parks as well as regional recreational facilities.
- Policy 2.7** Increase communication and partnerships with local law enforcement, neighborhood watch groups, and public agencies to improve safety in parks.

Mass Care Shelters

Policy 2.8 Evaluate and enhance facilities and amenities with respect to alternative use of parks to carry out Mass Care and Shelter operations in the wake of a disaster.

Goal 3

Acquisition and development of additional parkland.

Parkland Acquisition and Dedication

Policy 3.1 Acquire and develop additional local and regional parkland to meet the following County standards: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the County’s total population.

Policy 3.2 For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, require developers to provide for local and regional parkland above and beyond their Quimby obligations as based on an appropriate nexus study.

Policy 3.3 Require as a condition of residential subdivision approval that a subdivider create a LLAD to maintain the park

Policy 3.4 Provide additional parks in communities with insufficient local parkland as identified through the gap analysis.

Policy 3.5 Expand the supply of regional parks by acquiring land that would: 1) provide a buffer from potential threats that would diminish the quality of the recreational experience; 2) protect watersheds; and 3) offer linkages that enhance wildlife movements and biodiversity.

Policy 3.6 Collaborate with other public, non-profit, and private organizations to acquire land for parks.

Policy 3.7 Pursue a variety of opportunities to secure property for parks and recreational facilities, including purchase, grant funding, private donation, easements, surplus public lands for park use, and dedication of private land as part of the development review process.

Parkland Development

Policy 3.8 Mitigate impacts from freeways to new parks to the extent feasible.

Policy 3.9 Site new parks near schools, libraries, senior centers and other community facilities where possible.

Policy 3.10 The Department of Regional Planning does not accept undeveloped park sites from developers. Developers are required to provide a developed park to the County on a “turn-key” basis and receive credit for the costs of developing

the public park up to and against any remaining Quimby obligation, after accounting for the net acreage dedicated to the County.

Goal 4 Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.

Trail System

- Policy 4.1** Create multi-use trails to accommodate all users.
- Policy 4.2** Develop staging areas and trail heads at strategic locations to accommodate multi-use trail users.
- Policy 4.3** Develop a network of feeder trails into backbone trails.
- Policy 4.4** Maintain and design multi-purpose trails in ways that minimize circulation conflicts among trail users.
- Policy 4.5** Collaborate with other public, non-profit, and private organizations in the development of a comprehensive trail system.
- Policy 4.6** Create new multi-use trails that link community destinations including parks, schools and libraries.

Goal 5 Protection of historical and natural resources on County park properties.

Park Resource Preservation

- Policy 5.1** Preserve historic resources on County park properties, including buildings, collections, landscapes, bridges, and other physical features.
- Policy 5.2** Expand the collection of historical resources under the jurisdiction of the County, where appropriate.
- Policy 5.3** Protect and conserve natural resources on County park properties, including natural areas, sanctuaries, and open space preserves.
- Policy 5.4** Ensure maintenance, repair, rehabilitation, restoration, or reconstruction of historical resources in County parks and recreational facilities are carried out in a manner consistent with the most current Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

Education and Programming

- Policy 5.5** Preserve and develop facilities that serve as educational resources that improve community understanding of appreciation for natural areas, including watersheds.

Policy 5.6 Promote the use of County parks and recreational facilities for educational purposes, including a variety of classes and after school programs.

Policy 5.7 Integrate a range of cultural arts programs into existing activities, and partner with multicultural vendors and organizations.

Goal 6 A sustainable parks and recreation system.

Sustainable Parks System

Policy 6.1 Support the use of recycled water for landscape irrigation in County parks.

Policy 6.2 Support the use of alternative sources of energy, such as wind and solar sources to reduce the use of energy at existing parks.

Policy 6.3 Prolong the life of existing buildings and facilities on County park properties through preventative maintenance programs and procedures.

Policy 6.4 Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.

Policy 6.5 Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.

East Los Angeles Community Plan

Priority should be given to development of atypical parks in East Los Angeles, since there is little potential for the development of larger parks.

Parks and Recreation Strategic Plan

In 1992, the Department of Parks and Recreation (DPR) prepared the Parks and Recreation Strategic Plan for 2010 to guide the decision-making process for the future development of parks and implementation of recreation programs. The Strategic Plan assesses existing park acreage and future recreation needs; identifies goals, objectives, and policies for appropriate future actions; and includes recommendations based on needs, goals and public involvement to guide the future direction of parks and recreation in the County. In 2003, DPR updated the Strategic Plan to create a road map to meet the various community recreation needs as the population continued to grow and change. The document identifies important trends and opportunities, while setting the Department's direction for a five-year period.

Strategic Asset Management Plan (SAMP)

In 2004, DPR prepared the SAMP for 2020 to provide County decision-makers, park planners, and the public with updated information and analyses, and to prioritize the allocation of limited economic resources for the provision of parks, recreation facilities, and open space. The SAMP includes park

inventories, identifies needs, and provides recommendations for each Planning Area and each Supervisorial District.

4.13.3 Impact Analysis and Mitigation Measures

■ Methodology

Impacts on parks and recreation services are considered significant if an increase in population or building area would require the need for new park facilities in order to maintain acceptable service ratios. The County standard for the provision of parkland is 4 acres of local parkland per 1,000 residents of the population in the unincorporated areas, and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County. Based on these standards, the impact of the project on park services is evaluated.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on recreation if it would do any of the following:

- 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
- Include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment
- Interfere with regional open space connectivity
- Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks

■ Effects Not Found to Be Significant

Threshold	Would the project interfere with regional open space connectivity?
-----------	--

The SPA and vicinity have been previously developed and located in an urbanized area. As discussed in the following impact analyses, the proposed Plan would not construct new uses on any designated open space, but would result in infill development on vacant and underutilized parcels in the SPA. There are no regional trails or bicycle paths that would be affected by implementation of the proposed Plan. Therefore, there would be *no impact* and no further analysis is required.

■ Project Impacts and Mitigation

Threshold	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
Threshold	Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Impact 4.13-1 **Implementation of the Specific Plan would 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 and would create capacity or service level problems. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

Implementation of the proposed Specific Plan would allow for the amendment of land use and zoning designations and the potential for an increase in densities of existing and new uses in the SPA. Land use and zoning designations would be amended to accommodate a mix of uses. In all cases, existing uses within the study area would be allowed to remain under the Specific Plan.

Full build-out of the SPA could result in the addition of up to 5,419 new dwelling units. Based on an estimated 4.09 persons per household in the SPA, the Specific Plan could result in approximately 22,164 new residents by buildout. This increase in residential and mixed-use development, as well as the proposed increase in overall development intensity would create a new urban environment that would result in an increase in the number of residents using parks services compared to existing conditions.

In the Metro Planning Area, there are currently 111 acres of local parks and 398 acres of regional parks, for a total of 509 acres. With a population in the MPA of 1,819,084 people,⁸ there is 0.3 acre of parkland per 1,000 residents. The General Plan establishes standards of 6 acres per 1,000 resident population for regional parks and 4 acres per 1,000 residents for community, neighborhood, and pocket parks. Existing County parks are very well used, and in some instances, over-used, resulting in accelerated deterioration of facilities such as play fields. Full build-out of the Specific Plan could potentially result in the introduction of up to 5,419 new dwelling units. This translates to a population increase that could significantly impact County parks and recreational services. This population increase could necessitate construction of additional parks, the construction of which could cause adverse environmental impacts

The voters of Los Angeles County approved Proposition A in the November 3, 1992, General Election. Proposition A authorized an annual assessment on nearly all of the 2.25 million parcels of real property in the County. Proposition A funded \$540 million for the acquisition, restoration, or rehabilitation of real property for parks and park safety, senior recreation facilities, gang prevention, beaches, recreation, community or cultural facilities, trails, wildlife habitats, or natural lands, and maintenance and servicing of those projects. On November 5, 1996, the County's voters approved a second Proposition A to fund

⁸ County of Los Angeles Regional Planning, 2013.

an additional \$319 million of parks and recreation projects and additional funds for maintenance and servicing of those projects.

The Regional Park and Open Space District collects assessments against parcels of land in the County of Los Angeles and disburses funds for grants and other programs. The District works with the County Assessor, Auditor-Controller, and Treasurer-Tax Collector to collect the District’s assessments. Assessment review is available on any parcel. In addition to the levied assessment on property in East Los Angeles, the County of Los Angeles has adopted park dedication requirements for new projects (Quimby Ordinance) that are applicable to the proposed Plan. These requirements are that land be dedicated, or equivalent fees be paid, for neighborhood and community park or recreational purposes at the rate of 3 acres per 1,000 persons residing within the project. The East Los Angeles 3rd Street Specific Plan is intended to facilitate a well-designed mix of projects that combine residential and non-residential uses with more open and green space. The Specific Plan is designed to be consistent with the policies contained in the General Plan, including those related to open space, parks, and recreation. New projects constructed in accordance with the standards contained within the SPA would provide for new private open space and an increase in public and private landscaping, as well as publicly accessible open space such as courtyards and sidewalk spaces. On a project level, given that there are mechanisms for collection of in-lieu fees and parcel assessments to help fund development and improvements to parks in the County, with payment of these fees and assessments per mitigation measure MM4.13-1, the impact would be *less than significant*.

MM4.13-1 *Project developers shall comply with the County Ordinance through a combination of park development and/or fee payments at the time of building permit issuance at the rate currently in effect to Los Angeles County to offset the demand for park services generated by the proposed Plan. The mitigation payment shall be made on a building-permit-by-building-permit basis by the developer for discretionary projects.*

Threshold	Would the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?
-----------	--

Impact 4.13-2 **Implementation of the Specific Plan could include recreational facilities or require the construction or expansion of such facilities, which might have an adverse physical effect on the environment. This is considered a potentially significant impact. However, implementation of mitigation identified in Sections 4.1 through 4.16 of this EIR would reduce this impact to *less than significant*.**

The proposed Plan would not result in construction of new neighborhood or regional parks. It is possible that new development under the Specific Plan could include recreational facilities or pocket parks. In addition, the DPR is currently in the process of preparing the East Los Angeles Community Parks and Recreation Plan, which will identify specific new park or greening projects that may be funded and implemented in the future. The DPR is also working on a number of park improvement projects in the parks that serve the SPA:

- **Belvedere Park**—New Olympic-size swimming pool to open in July 2014 (currently under construction); within the SPA

- **City Terrace Park**—Refurbish tot playground with path improvements (in planning stages); refurbish picnic shelter and ADA access of playground (planning stages); south of the SPA and within the East Los Angeles community
- **Salazar Park**—Refurbish tot playground with path improvements (planning stages); north of the SPA and within the East Los Angeles community

The Specific Plan includes open space, streetscape, and recreation regulations and standards for development within each of the various segments. The potential construction of these recreational amenities would occur as part of individual development projects in the future. All physical environmental effects from construction of future development, whether or not it includes recreational facilities, have been analyzed in all technical sections of this EIR. Therefore, all on-site future construction of recreational facilities has been analyzed in this EIR and would be adequately mitigated either through implementation of code requirements and/or mitigation measures contained within Chapter 4, Sections 4.1 through 4.15 of this EIR, as applicable, or through the implementation of future project-specific mitigation measures at the discretion of the County during individual environmental clearance. This impact has been fully addressed in all technical sections of this EIR, and, therefore, this impact would be *less than significant*, and no further mitigation would be required.

4.13.4 Cumulative Impacts

The geographic context for the analysis of cumulative recreation impacts includes the East Los Angeles Community and regional parks located within 20 miles of the SPA, the identified service area for regional parks. The analysis accounts for all anticipated cumulative growth within this geographic area, as represented by development of the related projects identified in Table 3-3 (List of Related Projects) in Chapter 3.

The existing parkland ratio of parks to population in the MPA is 0.3 acre per 1,000 persons. This ratio falls below the standard established in the Public Recreation Plan. As described previously, the County’s Public Recreation Plan recommends a parkland standard of 4 acres per 1,000 residents for neighborhood and community parks, and 6 acres per 1,000 residents for regional parks. Since there is a current deficit of parkland, future cumulative development in this geographic context would exacerbate the already significant impact. Implementation of the proposed Plan would increase the use and physical deterioration of existing park resources. It is reasonably expected that at full plan capacity, the SPA could have a resident population of approximately 54,271 and an increase of 22,164 residents, and would contribute to the need for parkland. The population increase that could result from implementation of the plan and implementing ordinances would be incrementally small, representing only 1.5 percent of the expected 2035 population in the projected unincorporated area as a whole. However, given the substantial parkland deficit that currently exists, this contribution would be cumulatively consideration. Therefore, the proposed Plan would result in a *significant cumulative* impact on recreational facilities and parks.

4.13.5 References

Los Angeles County. 1990. *County of Los Angeles General Plan*. December 6.

———. n.d. *Los Angeles County Code*. Title 17. <http://library.municode.com/index.aspx?clientId=16274>
(accessed December 9, 2013).

———. 1998. *East Los Angeles Community Plan*.

Los Angeles County Department of Parks and Recreation (LACDPR). 2013. Parks Locator.
<http://parks.lacounty.gov/wps/portal/dpr/parkslocator/> (accessed December 9, 2013).

———. n.d. Regional Parks & Open Space District,
http://parks.lacounty.gov/wps/portal/dpr/lut/p/b1/04_SjzQysDAwMzcwtNCP0I_KSyzLTE8synczPS8wB8aPM4t0MDAzc_Z2CjQz8TI0MPP0cPSwdfUONzYxM9MP1owgpyY3ycgQA5qRdfw!!/
(accessed April 18, 2014).

4.14 TRANSPORTATION/TRAFFIC

This section of the Draft EIR analyzes the potential impacts on traffic from implementation of the proposed Plan. The analysis is based, in part, on information provided in the Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan (KOA Corporation 2014), provided in Appendix G to this EIR; East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix B to this Draft EIR; as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); and the East Los Angeles Community Plan (Los Angeles 1988). All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.14.1 Environmental Setting

■ Existing Roadway Network

The key freeway facilities within the Specific Plan area (SPA) are State Route 60 (SR-60) and Interstate 710 (I-710). The SR-60 freeway is an east/west regional freeway, providing access directly to roadways within the SPA. The freeway has a western terminus at downtown Los Angeles and an eastern terminus in Riverside County. Within the SPA, the freeway has four to five travel lanes in each direction and can be accessed via local interchanges at Indiana Street, Gage Avenue, 3rd Street, and South Atlantic Boulevard. The I-710 freeway is a north/south regional freeway, also providing direct access to the SPA. I-710 has a northern terminus at Valley Boulevard in Alhambra and a southern terminus in Long Beach. Within the SPA, the I-710 freeway has four lanes in each direction and can be accessed via local interchanges at Cesar E Chavez Avenue, 3rd Street, and Ford Boulevard. A description of the roadways that traverse the SPA intersections are summarized in Table 4.14-1 (SPA Roadway Characteristics). The traffic impact study area is shown in Figure 4.14-1 (Traffic Study Area).

Segment	From	To	# Lanes		Median Type	Parking Restrictions		General Land Use	Posted Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB		
Cesar E Chavez Ave	Lorena St	Rowan Ave	2	2	DY	Permitted	Permitted	Commercial	30
	Rowan Ave	Gage Ave	1	1	2LT	Permitted	Permitted	Commercial	30
	Gage Ave	Eastern Ave	2	2	DY	Permitted	Permitted	Commercial	30
	Eastern Ave	Ford Blvd	2	2	DY	No Parking/ No Stopping Any Time	No Parking/ No Stopping Any Time	Commercial	30
	Ford Blvd	Mednik Ave	2	2	DY	Permitted	Permitted	Commercial	30

Table 4.14-1 SPA Roadway Characteristics

Segment	From	To	# Lanes		Median Type	Parking Restrictions		General Land Use	Posted Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB		
1 st St	Lorena St	Indiana St	1	1	LRT	No Parking	No Parking	Commercial	30
	Indiana St	Herbert Ave	2	2	DY	Permitted	Permitted	Commercial	30
	Herbert Ave	Sunol Dr	2	2	DY	No Stopping Any Time	No Stopping Any Time/ Permitted	Commercial/ Residential	35
	Sunol Dr	Eastern Ave	2	2	DY	Permitted	Permitted	Recreational/ Residential	35
	Eastern Ave	Mednik Ave	2	2	2LT	Permitted/ No Stopping Any Time	No Stopping Any Time	Residential	35
3 rd St	Lorena St	Indiana St	2	2	DY	Permitted	No Stopping Any Time/ Permitted	Residential	35
	Indiana St	Rowan Ave	2	2	LRT	Permitted	Permitted	Residential	35
	Rowan Ave	Gage Ave	1	1	LRT	Permitted	No Parking	Commercial/ Residential	25 (School)
	Gage Ave	Eastern Ave	1/2	1/2	LRT	No Stopping Any Time/ Permitted	No Stopping Any Time	Commercial/ Residential	35
	Eastern Ave	Atlantic Blvd	1/2	1/2	LRT	Permitted/ No Stopping Any Time	Permitted/ No Stopping Any Time	Commercial/ Residential	35
Lorena St	Cesar E Chavez Ave	4 th St	1	1	2LT	Permitted	Permitted	Commercial/ Residential	35
Eastern Ave	Cesar E Chavez Ave	Whittier Blvd	2	2	2LT	No Stopping Any Time	Permitted	Commercial/ Residential	40
Mednik Ave/ Arizona Ave	Cesar E Chavez Ave	3 rd St	2	2	DY	Permitted	Permitted/ No Parking	Commercial/ Residential	35
	3 rd St	Whittier Blvd	2	2	RM	Permitted	Permitted	Residential	35
Atlantic Blvd	Cesar E Chavez Ave	Beverly Blvd	2/3	2/3	RM	No Parking	Permitted	Commercial	35

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, prepared for Atkins (September 18, 2013).

DY = double yellow; 2LT = dual left turn; RM = raised median; LRT = light-rail transit



Figure 4.14-1
Traffic Study Area

■ Traffic Level of Service

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. Los Angeles County defines LOS D as the lowest acceptable operating condition. LOS E conditions denote near-capacity conditions, while LOS F conditions denote at-capacity or overcapacity conditions. Table 4.14-2 (Level of Service Range Definitions) defines the LOS value ranges, based on the volume-to-capacity (V/C) ratio for signalized intersections and average delay per approaching vehicle in seconds of unsignalized intersections.

LOS	Definition	Signalized Intersection V/C Ratio	Stop-Controlled Intersection Average Stop Delay per Vehicle (Seconds/Vehicle)
A	Excellent operation —All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000–0.600	≤10
B	Very good operation —Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601–0.700	>10–15
C	Good operation —Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701–0.800	>15–25
D	Fair operation —There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801–0.900	>25–35
E	Poor operation —Some longstanding vehicular queues develop on critical approaches.	0.901–1.000	>35–50
F	Forced flow —Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	>1.000	>50

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, prepared for Atkins (September 18, 2013).

LOS = level of service; V/C = volume-to-capacity

■ Existing Traffic Volumes and Level of Service

The scope of the traffic impact study conducted for the proposed Plan was developed in coordination with Los Angeles County, and is focused on the commercial corridors where land uses would primarily change or intensify under the Specific Plan, and other major roadway intersections. The study area includes thirty-six intersections, of which thirty intersections are located in Los Angeles County, three intersections are located on the border of the county of Los Angeles and City of Los Angeles, and three intersections are located entirely within the City of Los Angeles:

1. Lorena Street & Cesar E Chavez Avenue (City of Los Angeles)
2. Indiana Street & Cesar E Chavez Avenue (City/County border)
3. Rowan Street & Cesar E Chavez Avenue

4. Gage Avenue & Cesar E Chavez Avenue
5. Hazard Avenue & Cesar E Chavez Avenue
6. Eastern Avenue & Cesar E Chavez Avenue
7. Humphreys Avenue & Cesar E Chavez Avenue
8. Ford Boulevard & Cesar E Chavez Avenue
9. McDonnell Avenue & Cesar E Chavez Avenue
10. Mednik Avenue & Cesar E Chavez Avenue
11. Lorena Street & 1st Street (City of Los Angeles)
12. Indiana Street & 1st Street (City/County border)
13. Rowan Street & 1st Street
14. Gage Avenue & 1st Street
15. Sunol Drive & 1st Street
16. Eastern Avenue & 1st Street
17. Mednik Avenue & 1st Street
18. Lorena Street & 4th Street (City of Los Angeles)
19. Indiana Street & 3rd Street (City/County border)
20. Rowan Street & 3rd Street
21. Gage Avenue & 3rd Street
22. SR-60 WB on/off-ramps & 3rd Street
23. Downey Rd & 3rd Street
24. Downey Rd & SR-60 EB off-ramp
25. Eastern Avenue & 3rd Street
26. Ford Boulevard & 3rd Street
27. McDonnell Avenue & 3rd Street
28. Mednik Avenue & 3rd Street
29. La Verne Avenue & 3rd Street
30. Beverly Boulevard/Woods Avenue & 3rd Street
31. Atlantic Boulevard & 3rd Street
32. Atlantic Boulevard & Beverly Boulevard
33. Hillview Avenue & Beverly Boulevard
34. Downey Rd & Whittier Boulevard
35. Eastern Avenue & Whittier Boulevard
36. Arizona Avenue & Whittier Boulevard

Existing Trip Generation

The analysis of existing operations at the study intersections was conducted for weekday AM and PM peak-hour conditions. Traffic counts were conducted for the traffic impact study in January 2013. The results of the analysis of existing peak-hour intersection LOS are summarized in Table 4.14-3 (Existing Intersection Level of Service). As shown in Table 4.14-3, the following intersections operate at an unacceptable LOS under existing conditions:

- Indiana Street & Cesar E Chavez Avenue—LOS E (PM peak-hour)
- Eastern Avenue & 3rd Street—LOS E (PM peak-hour)

Study Intersection		Weekday AM Peak Hour		Weekday PM Peak Hour	
		V/C Ratio or Delay (sec.)	LOS	V/C Ratio or Delay (sec.)	LOS
1	Lorena St & Cesar E Chavez Ave	0.347	A	0.475	A
2	Indiana St & Cesar E Chavez Ave*	19.3	C	35.3	E
3	Rowan St & Cesar E Chavez Ave	0.837	D	0.836	D
4	Gage Ave & Cesar E Chavez Ave	0.806	D	0.756	C
5	Hazard Ave & Cesar E Chavez Ave	0.558	A	0.488	A
6	Eastern Ave & Cesar E Chavez Ave	0.575	A	0.534	A
7	Humphreys Ave & Cesar E Chavez Ave	0.458	A	0.333	A
8	Ford Blvd & Cesar E Chavez Ave	0.779	C	0.708	C
9	McDonnell Ave & Cesar E Chavez Ave	0.531	A	0.445	A
10	Mednik Ave & Cesar E Chavez Ave	0.484	A	0.517	A
11	Lorena St & 1 st St	0.553	A	0.597	A
12	Indiana St & 1 st St	0.715	C	0.769	C
13	Rowan St & 1 st St	0.440	A	0.387	A
14	Gage Ave & 1 st St	0.528	A	0.513	A
15	Sunol Dr & 1 st St	0.339	A	0.311	A
16	Eastern Ave & 1 st St	0.558	A	0.511	A
17	Mednik Ave & 1 st St	0.514	A	0.554	A
18	Lorena St & 4 th St	0.317	A	0.322	A
19	Indiana St & 3 rd St	0.656	B	0.690	B
20	Rowan St & 3 rd St	0.537	A	0.571	A
21	Gage Ave & 3 rd St	0.794	C	0.644	B
22	SR-60 WB on/off-ramps & 3 rd St	0.653	B	0.630	B
23	Downey Rd & 3 rd St	0.622	B	0.764	C
24	Downey Rd & SR-60 EB off-ramp*	11.6	B	22.2	C
25	Eastern Ave & 3 rd St	0.775	C	0.943	E
26	Ford Blvd & 3 rd St	0.697	B	0.779	C

Table 4.14-3 Existing Intersection Level of Service

Study Intersection		Weekday AM Peak Hour		Weekday PM Peak Hour	
		V/C Ratio or Delay (sec.)	LOS	V/C Ratio or Delay (sec.)	LOS
27	McDonnell Ave & 3 rd St	0.424	A	0.513	A
28	Mednik Ave & 3 rd St	0.692	B	0.710	C
29	La Verne Ave & 3 rd St	0.540	A	0.386	A
30	Beverly Blvd/Woods Ave & 3 rd St*	23.3	C	23.3	C
31	Atlantic Blvd & 3 rd St	0.683	B	0.692	B
32	Atlantic Blvd & Beverly Blvd	0.696	B	0.848	D
33	Hillview Ave & Beverly Blvd	0.441	A	0.554	A
34	Downey Rd & Whittier Blvd	0.515	A	0.675	B
35	Eastern Ave & Whittier Blvd	0.594	A	0.670	B
36	Arizona Ave & Whittier Blvd	0.391	A	0.650	B

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, prepared for Atkins (September 18, 2013).

V/C = volume-to-capacity ratio; LOS = level of service

Bold text indicates deficient LOS.

* Unsignalized intersection. LOS is determined by average delay in seconds of approaching vehicles.

■ Existing Alternative Transportation Facilities

Alternative transportation facilities in the SPA include public transportation and nonmotorized transportation facilities. Nonmotorized transportation includes bicycle and pedestrian facilities. Transit service consists of fixed route bus service, light-rail transit (LRT), and demand response service. The text below discusses these facilities and services as they apply to the study area roadway network.

Bicycle Facilities

Caltrans has developed statewide standards and definitions for the planning, design and implementation of bicycle facilities. Bicycle facilities in the SPA consist of Class II bicycle lanes. Class II bicycle lanes are facilities where a portion of the paved roadway area is marked as a special lane for use by bicycles only. Bicycle lanes are provided on the following roadways in the study area:

- 1st Street, within the City of Los Angeles to the west of Lorena Street (this facility includes color-shading of the lane at intersections and driveways)
- Lorena Street, within the City of Los Angeles between Cesar E Chavez Avenue and 4th Street (continuing to the south as a bicycle route)
- Gerhart Avenue, within East Los Angeles between Via Campo and Beverly Boulevard

Pedestrian Circulation

The study area is entirely urbanized and roadways generally have sidewalks on both sides in all areas. Actuated (push button) or automatic crosswalks phases at signalized locations also are part of the pedestrian network.

Public Transportation

Public transportation in the study area consists of fixed route bus service, LRT, and demand response service. Demand response service is an advance reservation, shared ride transportation service for senior residents and disabled of any age and their attendants. The study area is served by Metro Gold Line rail service (Gold Line) and bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (LA Metro), the El Sol Shuttle operated by the Los Angeles County Department of Public Works, and Montebello Bus Lines operated by the City of Montebello. Table 4.14-4 (Characteristics of Existing Public Transit Service in the SPA) summarizes the service characteristics of the existing transit lines within the study area.

4.14.2 Regulatory Framework

■ State

Statewide Transportation Improvement Program

The California 2010 Statewide Transportation Improvement Program (STIP), approved by the U.S. Department of Transportation in October 2009, is a multi-year, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, metropolitan plans, and CFR Title 23. The STIP is prepared by the Caltrans in cooperation with the metropolitan planning organizations and the regional transportation planning agencies. The STIP contains all capital and noncapital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and CFR Title 23, including federally funded projects.

Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a congestion management program (CMP). The purpose of the management program is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. A CMP has been prepared for Los Angeles County, as described below.

■ Regional

2010 Congestion Management Plan for Los Angeles County

As the Congestion Management Agency for Los Angeles County, LA Metro is responsible for implementing the CMP. On October 28, 2010, the LA Metro Board adopted the 2010 CMP for Los Angeles County. The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP. CMP statute requires the designation of a system of highways and roadways, including all state highways and principal arterials. Once designated as part of the CMP system, no highway or roadway can be removed from the system. Statute also requires the establishment of LOS standards to measure congestion on the system. The LOS standard for CMP roadways is LOS D or better. The CMP roadways in the SPA are SR-60, I-710, and Whittier Boulevard.

Table 4.14-4 Characteristics of Existing Public Transit Service in the SPA

<i>Agency/Service</i>	<i>Line</i>	<i>Service From</i>	<i>Service To</i>	<i>Via</i>	<i>Peak Frequency (minutes)</i>
Light Rail					
LA Metro/Metro Rail	Gold Line	East Los Angeles	Pasadena	1 st St/Indiana St/3 rd St/Atlantic Blvd	6
Bus					
LA Metro/Metro Local	18	Wilshire Center	Montebello	Whittier Blvd	3–8
LA Metro/Metro Local	68	Los Angeles	Montebello	Cesar E Chavez Ave/ Atlantic Blvd/1 st St/Indiana St	13–16
LA Metro/Metro Local	254	Watts	Boyle Heights	Lorena St/Whittier Blvd/Indiana St/ Cesar E Chavez Ave/Rowan Ave	30–60
LA Metro/Metro Local	256	Commerce	Altadena	Eastern Ave/3 rd St/Ford Blvd	45
LA Metro/Metro Local	258	Paramount	Alhambra	Arizona Ave/Mednik Ave	35–45
LA Metro/Metro Local	260	Altadena	Compton	Atlantic Blvd	10–20
LA Metro/Metro Rapid	720	Santa Monica	Commerce	Whittier Blvd	2–10
LA Metro/Metro Rapid	762	Compton	Pasadena	Atlantic Blvd	17–30
LA Metro/Metro Rapid	770	Los Angeles	El Monte	Cesar E Chavez Ave	10–15
LA Metro/Shuttles & Circulators	605	Boyle Heights	Boyle Heights	Lorena St	15
LA Metro/Shuttles & Circulators	620	Boyle Heights	Boyle Heights	Indiana St/1 st St	60
LA Metro/Shuttles & Circulators	665	Los Angeles	Los Angeles	Indiana St/1 st St/Gage Ave	30–40
City of Montebello/Major Local	M40	Los Angeles	Whittier	3 rd St/Beverly Blvd	18–20
City of Montebello/Peak Express	M341	Los Angeles	Whittier	3 rd St/Beverly Blvd	19–20
City of Montebello/Peak Express	M342	Los Angeles	Whittier	3 rd St/Beverly Blvd	20–20
DPW/EI Sol Shuttle	City Terrace/ ELAC	3 rd St & La Verne Ave	3 rd St & Woods Ave	3 rd St/Mednik Ave/Cesar E Chavez Ave/Gage Ave/Eastern Ave	60
DPW/EI Sol Shuttle	Union Pacific/ Salazar Park	3 rd St & La Verne Ave	3 rd St & Mednik Ave	3 rd St/Whittier Blvd/Indiana St/ 1 st St/Eastern Ave	60
DPW/EI Sol Shuttle	Whittier Blvd/ Saybrook Park	3 rd St & La Verne Ave	3 rd St & Mednik Ave	Whittier Blvd/Ford Blvd/3 rd St/ Pomona Blvd/Hillview Ave	60

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, prepared for Atkins (September 18, 2013).

LA Metro = Los Angeles Metropolitan Transportation Authority; DPW = Los Angeles County Department of Public Works

■ Local

Los Angeles County General Plan

The Los Angeles County General Plan contains the following policies relevant to transportation/traffic-related issues associated with the proposed Specific Plan:

General Goals and Policies

- Policy 24** Focus intensive urban uses in an interdependent system of activity centers located to efficiently provide services throughout the urban area and supported by adequate public transportation facilities.
- Policy 25** Foster community identity and improve environmental quality by the compatible interrelation of a system of centers, major transportation facilities and open space areas.
- Policy 64** Promote jobs within commuting range of urban residential areas in order to reduce commuting time, save energy, reduce air pollution, and improve public convenience.

Land Use Element

- Policy 1** Concentrate well designed high density housing in and adjacent to centers to provide convenient access to jobs and services without sacrificing livability or environmental quality.
- Policy 24** Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.

Transportation Element

- Policy 1** Provide transportation planning, services, and facilities that are coordinated with and support the County of Los Angeles General Plan.
- Policy 2** Provide transportation planning, services, and facilities that provide access for equitable employment, educational, housing and recreational opportunities.
- Policy 5** Coordinate land use and transportation policies.
- Policy 15** Encourage compatible joint use and interfacing of transportation facilities while minimizing modal conflict.
- Policy 17** Develop parking management plans for application in selected areas of urban concentration.
- Policy 18** Support use of non-vehicle improvements to reduce peak-hour congestion.

Housing Element

- Policy 2.1** Support the development of affordable housing near employment opportunities and/or within a reasonable distance of public transportation.
- Policy 2.2** Encourage mixed use developments along major commercial and transportation corridors.

Los Angeles County Bicycle Master Plan

The Los Angeles County Board of Supervisors adopted the current Bicycle Master Plan in March 2012. The Plan estimates that within the metro/downtown Los Angeles area by the year 2030, the total number of daily bicycle commuters could increase from the current estimate of 2,612 to 12,021. The bike-to-work mode share is estimated by the Plan to increase from the current 0.30 percent to 1.0 percent for that subarea. LA Metro publishes the LA Metro Bike Map, a regional map that includes

existing bicycle facilities within all jurisdictions of Los Angeles County. The Bike Map identifies Class II Bike Lanes, Class III Bike Routes, and Bicycle Boulevards throughout the SPA. Specifically, the Plan identifies a Class II bicycle route on Cesar E Chavez Avenue, Ford Street, Downey Road, Whittier Boulevard, Ferris Avenue, and Beverly Boulevard. Bicycle lanes are proposed on Eastern Avenue, 1st Street, Mednik Avenue, Arizona Avenue, and Cesar E Chavez Avenue east of Mednik Avenue. Bicycle boulevards are identified on Rowan Avenue, Hubbard Street, and Woods Avenue.

4.14.3 Impact Analysis and Mitigation Measures

■ Methodology

The section summarizes the methodology of the Traffic Impact Analysis prepared for the proposed Plan by KOA Corporation. A complete description of the methodology is provided in Appendix G. Key tasks undertaken for the traffic analysis include (1) determination of existing traffic conditions, (2) trip generation forecasts of the Specific Plan land uses, (3) assignment of project-generated trips to the study area roadway system, and (4) evaluation of the impact of cumulative traffic at the study intersections. This report follows the Los Angeles County Department of Public Works (LACDPW) guidelines for the preparation of traffic analysis.

The proposed land use plan for the SPA was used to calculate trips generated by analysis zones within the study area. A traffic analysis zone (TAZ) is constituted by one or more census blocks, and customized for this analysis to analyze separately the commercial land use corridors and the adjacent residential neighborhoods.

For major intersections affected by Gold Line operations, a factor of 0.15 was applied to the calculated V/C ratios to account for the effects of traffic signal pre-emption and train crossing movements. This accounts for the Gold Line dedicated signal phase and general train frequency. During this lost time, special signal timing is in effect and cross movements receive a prolonged red signal indication. This can especially affect intersections with major north/south roadway approaches. The factor was applied at the following intersections: Lorena Street/1st Street; Indiana Street/1st Street; and 3rd Street intersections with Indiana Street, Downey Road, Eastern Avenue, Ford Boulevard, Mednik Avenue, and Beverly Boulevard/Woods Avenue.

Additionally, for signalized study intersections within the Cesar E Chavez Avenue corridor, a reduction of 10 percent in volume-to-capacity ratios was applied for all of the analysis scenarios to account for the County's Traffic Signal Synchronization Program (TSSP). The County has implemented a TSSP corridor on Cesar E Chavez Avenue between Indiana Street and Arizona Avenue.

This analysis determines the project potential impact on the area roadway network in the future buildout period (Year 2035). Baseline (no project) conditions for this scenario include background growth and cumulative projects that contribute trips to the study area roadway network. To estimate future baseline conditions, existing volumes were increased by a growth rate determined by sub-regional growth estimates defined by the LA Metro CMP of 2010. The growth rate for the area was determined to be 0.728 percent per year. That rate was compounded for the 22-year period between existing year 2013 and future year 2035 conditions, resulting in a 17.3 percent increase between existing and future year 2035

conditions. Additionally, the four cumulative projects identified in Table 3-2 (Summary of Proposed Zone Changes) in Chapter 3 (Project Description) were assumed in the baseline conditions, including three apartment complexes, a healthcare center, and two used auto sales dealerships. These projects would result in total ADT of 845 trips. These projects were identified by County Department of Regional Planning and Los Angeles Department of Transportation (LADOT) Development Review.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on transportation/traffic if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The Los Angeles County Department of Public Works and City of Los Angeles Department of Transportation have established specific thresholds for Project-related increases in the V/C ratio of study intersections. The increases in peak hour V/C ratios outlined in Table 4.14-5 (Significance Thresholds) are considered significant impacts.

Table 4.14-5 Significance Thresholds		
LOS	Pre-Project^a/Final^b V/C Ratio	Significant Project-Related V/C Increase
A/B	0.00 to 0.70	Causing V/C to increase to 0.75 or worse ^c
C	<0.70–0.80	Equal to or greater than 0.040
D	<0.80–0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, prepared for Atkins (September 18, 2013).

LOS = level of service; V/C = volume-to-capacity

- a. Los Angeles County Department of Public Works Standard.
- b. City of Los Angeles Department of Transportation Standard.
- c. Los Angeles County only.

- Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

■ Effects Not Found to Be Significant

Threshold	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
-----------	--

The Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that could result in substantial safety risks, as no airports are located near the SPA. Implementation of the proposed plan would have *no impact*, and no further analysis of this issue is required in this EIR.

■ Project Impacts and Mitigation

Threshold	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
-----------	--

Impact 4.14-1 **Implementation of the Specific Plan could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.**

The applicable guidelines for determining the performance of the area roadway network are the Los Angeles County LOS guidelines. The County considers LOS D and above to be acceptable for network performance. The project's impact on LOS in the project area is addressed below. The potential for the project to affect mass transit and nonmotorized travel is addressed under Impact 4.8-5. However, a circulation network that operates at an acceptable LOS would encourage more effective mass transit and nonmotorized circulation by reducing congestion that may hinder transit movement or result in a hazard to nonmotorized travelers.

Project Traffic Generation

Trip generation was analyzed based on the increases in commercial floor area and residential units that would be accommodated by the Specific Plan in various areas of the study area. The development of a traffic forecast for a specific plan takes into account the type and density of future land uses within the analyzed area, and the location and potential interaction of various land use types, as well as the characteristics and capacity of each of the major roadways and intersections. The incremental (net) development increase/decrease by TAZ was derived by comparing the intensity of the proposed Specific Plan land uses to that of the existing land uses. The changes in development intensities would include

redevelopment, as well new development. Table 4.14-6 (Net Change in Trip Generation by TAZ) illustrates the changes in traffic within the study area by TAZ. The TAZs are illustrated in Figure 4.14-2 (Traffic Analysis Zones).

TAZ	Commercial Net Trips							Residential Net Trips						
	Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
1601	13,268	172	106	278	340	367	707	2,556	37	146	239	154	83	257
1602	8,958	116	71	187	229	249	478	1,464	21	84	137	89	47	148
1603	9,173	119	73	192	235	254	489	1,393	20	80	130	84	44	140
1604	3,757	49	29	78	96	103	199	691	10	40	64	42	23	69
1605	4,005	52	32	84	102	111	213	852	11	49	78	51	26	85
1606	5,773	75	46	121	148	159	307	1,010	14	58	94	62	33	103
1607	523	6	4	10	22	24	46	378	6	24	38	27	14	45
1608	4,105	53	33	86	171	185	356	309	5	19	30	22	11	37
1609	0	0	0	0	0	0	0	349	4	13	23	9	5	14
1610	0	0	0	0	0	0	0	-86	-1	-2	-3	-1	0	-1
1611	0	0	0	0	0	0	0	-93	-1	-5	-6	-3	-2	-5
1612	0	0	0	0	0	0	0	405	5	21	34	21	10	35
1613	880	12	7	19	36	40	76	180	3	9	16	8	5	13
1614 ^a	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	7,742	100	62	162	186	200	386	2,133	30	122	216	129	70	223
1616	7,391	97	59	156	198	214	412	882	12	48	72	48	27	77
1617	10,250	132	81	213	427	463	890	1,183	16	61	111	61	32	105
1618	597	8	4	12	25	28	53	218	2	7	11	3	1	4
1619	0	0	0	0	0	0	0	55	1	2	3	1	1	2
1620	26,062	336	205	541	625	677	1,302	3,451	49	197	350	209	113	362
1621	0	0	0	0	0	0	0	42	1	3	4	4	2	6
1622	0	0	0	0	0	0	0	-320	-4	-14	-18	-10	-5	-15
1623	0	0	0	0	0	0	0	-163	-2	-9	-11	-7	-4	-11
1624	0	0	0	0	0	0	0	520	4	18	26	8	4	12
1625	0	0	0	0	0	0	0	63	-1	-5	-6	-12	-6	-18
1626	13,042	169	103	272	313	339	652	1,417	19	81	142	85	46	147
1627	0	0	0	0	0	0	0	162	4	12	22	16	9	25
1628	2,326	30	19	49	97	105	202	638	8	32	58	30	16	52
1629	11,670	151	92	243	280	303	583	1,869	26	106	188	111	60	193
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 4.14-6 Net Change in Trip Generation by TAZ

TAZ	Commercial Net Trips							Residential Net Trips						
	Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
1631	0	0	0	0	0	0	0	453	6	25	43	25	13	44
1632	10,685	138	84	222	256	278	534	1,965	27	112	199	119	63	206
1633	2,340	30	18	48	57	60	117	778	11	44	79	46	25	81
1634	6,631	86	53	139	276	299	575	1,964	25	100	179	97	52	167
1635	0	0	0	0	0	0	0	-254	-3	-11	-14	-7	-4	-11
1636	5,428	70	44	114	226	245	471	1,167	12	50	88	38	21	65
1637	17,109	220	136	356	410	445	855	2,588	37	147	262	157	84	271
1638	3,603	47	28	75	87	94	181	892	12	49	87	51	28	89
1639	0	0	0	0	0	0	0	476	5	22	35	18	9	31
1640	3,539	46	28	74	91	97	188	1,700	25	97	160	102	56	170
1641	0	0	0	0	0	0	0	-343	-7	-28	-35	-33	-18	-51
1642	4,699	61	37	98	196	213	409	1,026	14	58	96	63	33	104
1643	0	0	0	0	0	0	0	-62	-1	-5	-6	-7	-3	-10
1644	0	0	0	0	0	0	0	116	2	8	12	9	5	14
Total	183,556	2,375	1,454	3,829	5,129	5,552	10,681	34,024	464	1,865	3,227	1,919	1,029	3,274

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, prepared for Atkins (September 18, 2013).

a. TAZ 1614 and TAZ 1630 consist of Belvedere County Park and civic facilities. No land use changes are proposed for these areas.

The trip totals were calculated using rates for the various nonresidential and residential land use types accommodated by the Specific Plan, based on trip generation rates published by the Institute of Traffic Engineers (KOA Corporation 2013). Internal trip capture reductions were included, which would constitute walking trips or trips by other nonvehicle modes due to attraction between commercial and residential uses. Credits for transit use were taken into account based on trip generation and walking-distance proximity (assumed to be 0.5 mile for the analysis) to Metro Gold Line stations. Trips were distributed to the study area based on directional distribution percentages from the local Regional Statistical Area (RSA), defined by the LA Metro regional planning model for the CMP.

Impacts to Circulation Network

Intersection peak-hour performance and LOS values for the future (year 2035) scenario with and within the proposed Plan are summarized in Table 4.14-7 (Year 2035 Intersection Level of Service). As shown in Table 4.14-7, the following intersections would operate at a deficient LOS without project implementation:

- Indiana Street & Cesar E Chavez Avenue—LOS F (PM peak hour)
- Gage Avenue & 3rd Street—LOS E (AM peak hour)
- Downey Road & SR-60 eastbound off-ramp—LOS E (PM peak hour)

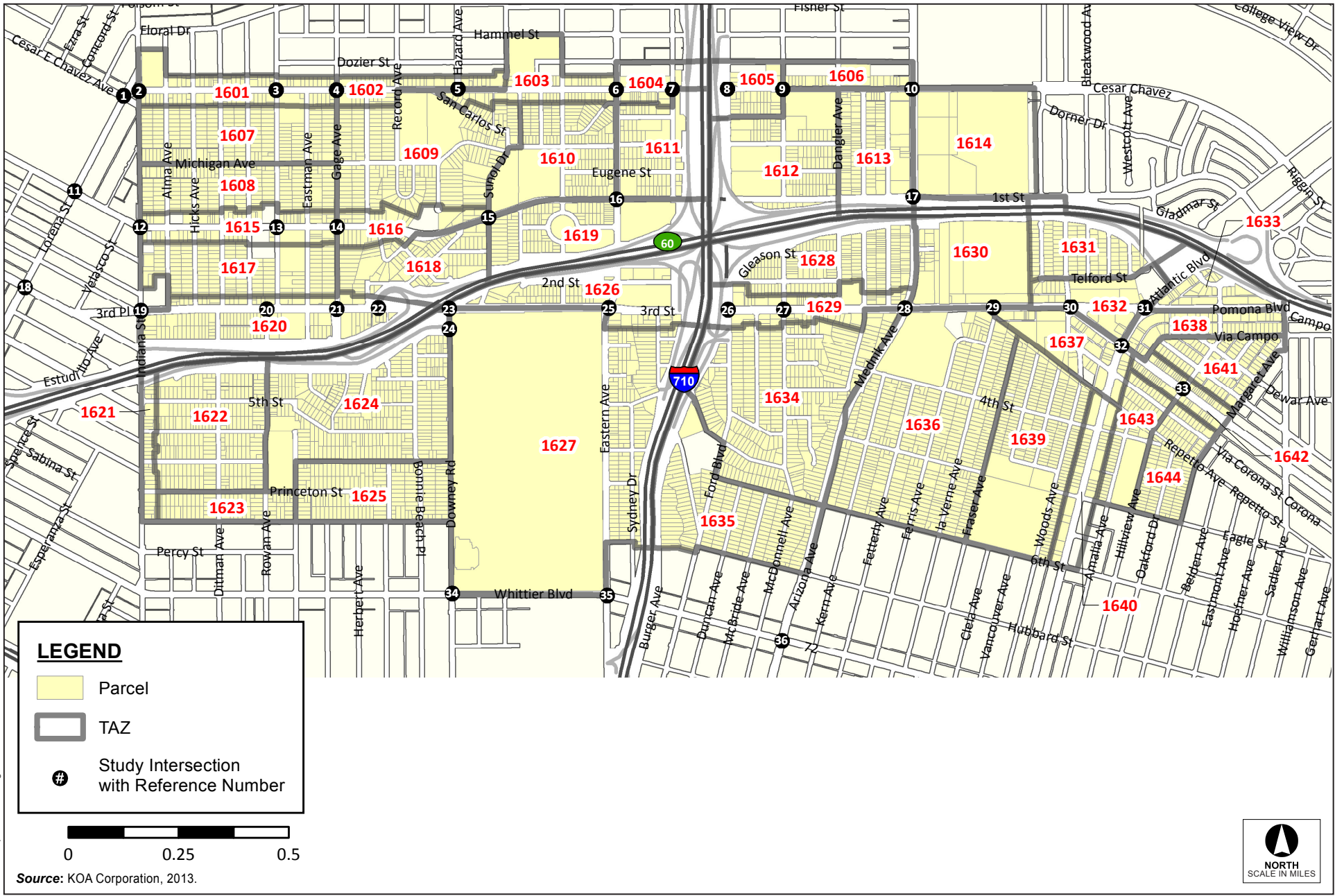


Figure 4.14-2
Traffic Analysis Zones

- Eastern Avenue & 3rd Street—LOS F (PM peak hour)
- Ford Boulevard & 3rd Street—LOS E (AM peak hour) and LOS F (PM peak hour)
- Mednik Avenue & 3rd Street—LOS E (AM and PM peak hours)

Table 4.14-7 Year 2035 Intersection Level of Service

Study Intersection	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Change in V/C Ratio	Significant Impact?
		V/C Ratio or Delay (sec)	LOS	V/C Ratio or Delay (sec)	LOS		
1 Lorena St & Cesar E Chavez Ave	AM	0.324	A	0.463	A	0.139	No
	PM	0.475	A	0.818	D	0.343	Yes
2 Indiana St & Cesar E Chavez Ave*	AM	17.7	D	>100 sec.	F	N/A	Yes
	PM	78.5	F	>100 sec.	F	N/A	Yes
3 Rowan St & Cesar E Chavez Ave	AM	0.882	D	1.110	F	0.228	Yes
	PM	0.881	D	1.405	F	0.524	Yes
4 Gage Ave & Cesar E Chavez Ave	AM	0.845	D	1.112	F	0.267	Yes
	PM	0.787	C	1.451	F	0.664	Yes
5 Hazard Ave & Cesar E Chavez Ave	AM	0.555	A	0.857	D	0.302	No
	PM	0.472	A	1.241	F	0.769	Yes
6 Eastern Ave & Cesar E Chavez Ave	AM	0.575	A	0.745	C	0.170	No
	PM	0.526	A	0.963	E	0.437	No
7 Humphreys Ave & Cesar E Chavez Ave	AM	0.437	A	0.614	B	0.177	No
	PM	0.282	A	0.728	C	0.446	No
8 Ford Blvd & Cesar E Chavez Ave	AM	0.814	D	1.044	F	0.230	Yes
	PM	0.731	C	1.322	F	0.591	Yes
9 McDonnell Ave & Cesar E Chavez Ave	AM	0.522	A	0.677	B	0.155	No
	PM	0.422	A	0.790	C	0.368	No
10 Mednik Ave & Cesar E Chavez Ave	AM	0.467	A	0.659	B	0.192	No
	PM	0.506	A	0.925	E	0.419	
11 Lorena St & 1 st St	AM	0.640	B	0.772	C	0.132	Yes
	PM	0.692	B	1.050	F	0.358	Yes
12 Indiana St & 1 st St	AM	0.813	D	1.089	F	0.276	Yes
	PM	0.876	D	1.683	F	0.807	Yes
13 Rowan St & 1 st St	AM	0.516	A	0.950	E	0.434	No
	PM	0.454	A	1.235	F	0.781	Yes
14 Gage Ave & 1 st St	AM	0.619	B	1.079	F	0.460	No
	PM	0.601	B	1.361	F	0.760	Yes
15 Sunol Dr & 1 st St	AM	0.397	A	0.787	C	0.390	No
	PM	0.365	A	0.964	E	0.599	No

Table 4.14-7 Year 2035 Intersection Level of Service

Study Intersection		Peak Hour	Year 2035 Without Project		Year 2035 With Project		Change in V/C Ratio	Significant Impact?
			V/C Ratio or Delay (sec)	LOS	V/C Ratio or Delay (sec)	LOS		
16	Eastern Ave & 1 st St	AM	0.655	B	1.116	F	0.461	No
		PM	0.599	A	1.333	F	0.734	No
17	Mednik Ave & 1 st St	AM	0.603	B	0.747	C	0.144	No
		PM	0.650	B	0.938	E	0.288	No
18	Lorena St & 4 th St	AM	0.389	A	0.448	A	0.059	No
		PM	0.395	A	0.844	D	0.449	Yes
19	Indiana St & 3 rd St	AM	0.744	C	1.022	F	0.278	Yes
		PM	0.783	C	1.437	F	0.654	Yes
20	Rowan St & 3 rd St	AM	0.630	B	1.077	F	0.447	No
		PM	0.670	B	1.589	F	0.919	Yes
21	Gage Ave & 3 rd St	AM	0.932	E	1.398	F	0.466	Yes
		PM	0.756	C	1.781	F	1.025	Yes
22	SR-60 WB on/off-ramps & 3 rd St	AM	0.766	C	1.202	F	0.436	Yes
		PM	0.739	C	1.602	F	0.863	Yes
23	Downey Rd & 3 rd St	AM	0.704	C	1.083	F	0.379	No
		PM	0.870	D	1.574	F	0.704	Yes
24	Downey Rd & SR-60 EB off-ramp*	AM	12.6	B	20.8	C	N/A	No
		PM	44.3	E	463.5	F	N/A	Yes
25	Eastern Ave & 3 rd St	AM	0.883	D	1.338	F	0.455	Yes
		PM	1.081	F	2.023	F	0.942	Yes
26	Ford Blvd & 3 rd St	AM	0.967	E	1.407	F	0.440	Yes
		PM	1.064	F	1.994	F	0.930	Yes
27	McDonnell Ave & 3 rd St	AM	0.497	A	0.954	E	0.457	No
		PM	0.602	B	1.722	F	1.120	Yes
28	Mednik Ave & 3 rd St	AM	0.962	E	1.338	F	0.376	Yes
		PM	0.983	E	1.911	F	0.928	Yes
29	La Verne Ave & 3 rd St	AM	0.633	B	0.948	E	0.315	No
		PM	0.453	A	0.973	E	0.520	No
30	Beverly Blvd/Woods Ave & 3 rd St*	AM	37.2	C	63.0	F	N/A#	Yes
		PM	35.2	C	229.0	F	N/A#	Yes
31	Atlantic Blvd & 3 rd St	AM	0.701	C	1.288	F	0.587	No
		PM	0.711	C	1.506	F	0.795	Yes
32	Atlantic Blvd & Beverly Blvd	AM	0.716	C	0.848	D	0.132	Yes
		PM	0.895	D	1.325	F	0.430	Yes

Table 4.14-7 Year 2035 Intersection Level of Service

Study Intersection	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Change in V/C Ratio	Significant Impact?
		V/C Ratio or Delay (sec)	LOS	V/C Ratio or Delay (sec)	LOS		
33 Hillview Ave & Beverly Blvd	AM	0.518	A	0.594	A	0.076	No
	PM	0.649	B	0.850	D	0.201	No
34 Downey Rd & Whittier Blvd	AM	0.604	B	0.763	C	0.159	No
	PM	0.792	C	1.231	F	0.439	Yes
35 Eastern Ave & Whittier Blvd	AM	0.696	B	0.850	D	0.154	No
	PM	0.786	C	1.173	F	0.387	Yes
36 Arizona Ave & Whittier Blvd	AM	0.458	A	0.656	B	0.198	No
	PM	0.762	C	1.280	F	0.518	Yes

SOURCE: KOA Corporation, *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, prepared for Atkins (September 18, 2013).

V/C = volume-to-capacity ratio; LOS = level of service

Bold text indicates a significant impact.

* Unsignalized intersection. LOS is determined by average delay in seconds of approaching vehicles.

As shown in Table 4.14-7, implementation of the proposed Plan would result in a significant impact to all of the above six intersections by increase delay and furthering worsening LOS. The proposed Plan would significantly increase delay at nineteen additional intersections that would operate at an acceptable LOS without the proposed Plan.

This would be considered a potentially significant impact. Implementation of mitigation measures MM4.14-1 would reduce this impact. LOS at the mitigated intersections is provided in Table 4.14-8 (Recommended Study Intersection Mitigation Measures and Effects). As shown in Table 4.14-8, mitigation measures would reduce congestions, but not reduce impacts to a less-than-significant level at all intersections. Additionally, no mitigation measures are available to reduce impacts to the intersections of Cesar E Chavez Avenue with Lorena Street, Rowan Street, Gage Avenue, Hazard Avenue, and Ford Boulevard. Therefore, this impact would be **significant and unavoidable**.

MM4.14-1 *Prior to issuance of the first building permit for development under the East LA 3rd Street Specific Plan, Los Angeles County shall install traffic signals at the following intersections:*

- *Indiana Street/Cesar E Chavez Avenue*
- *Downey Road and SR-60 eastbound off-ramp*

The identified residual impacts would be mitigated as each individual development proposal is analyzed for potential traffic impacts during the entitlement process. Fair-share contributions could be made for these improvements until funding is fully available for implementation of the future identified mitigation measure. Construction plans would need to be completed for each physical improvement before implementation.

Table 4.14-8 Recommended Study Intersection Mitigation Measures and Effects

Study Intersections	Peak Hour	Future 2034 Preproject Conditions		Future 2035 Postproject Conditions		Change in V/C Ratio	Significant Impact?	Recommended Mitigation Measures	Future 2035 Postproject Conditions		Change in V/C Ratio	Impact Remains?
		V/C Ratio	LOS	V/C Ratio	LOS				V/C Ratio	LOS		
2 Indiana St & Cesar Chavez Ave	AM	17.7	D	>100 sec.	F	#	Yes	Signalization	0.512	A	N/A#	No
	PM	78.5	F	>100 sec.	F	#	Yes		0.809	D	N/A#	No
24 Downey Rd & SR-60 EB Off-Ramp	AM	12.7	B	20.8	C	#	Yes	Signalization	0.443	A	N/A#	No
	PM	45.2	E	>100 sec.	F	#	Yes		0.861	D	N/A#	No

SOURCE: KOA Corporation, Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan (April 18, 2014).

V/C = volume-to-capacity ratio; LOS = level of service; # = significance of impacts at the unsignalized intersections was determined by worsening to or within LOS E or F, and additional signal warrant information was considered for the unsignalized locations.

Traffic during construction of individual projects pursuant to the proposed Plan cannot be quantified, as there are no details at this time concerning the projects that would be constructed. Each project, whether discretionary or subject only to site plan review, would be required by mitigation measure MM4.14-2 to prepare and submit for County approval a Construction Traffic Management plan prior to commencement of construction. Compliance with this mitigation would reduce any potentially significant impact from construction of individual projects to *less than significant*.

MM4.14-2

Construction Traffic Management Plan. *Prior to commencement of any construction activities, the project sponsor shall prepare and submit for County approval a Construction Traffic Management Plan prepared by a licensed traffic engineer in accordance with the California Manual on Uniform Traffic Control Devices. The plan shall identify the location and timing of anticipated roadway closures and the alternative routes to be utilized during project construction and shall be designed to:*

- *Prevent traffic impacts on the surrounding roadway network*
- *Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable*
- *Ensure safety for both those constructing the project and the surrounding community*
- *Prevent substantial truck traffic through residential neighborhoods*

The Construction Traffic Management Plan shall be subject to review and approval by the following County departments: Public Works Department, Fire, Regional Planning, and Sheriff to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:

Ongoing Requirements throughout the Duration of Construction

- *A detailed traffic control plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the project's construction activities that may impede emergency access or disrupt normal pedestrian and traffic flow and the measures to address these disruptions and ensure that emergency access is available at all times. Such plans shall be reviewed and approved*

by the County prior to commencement of construction and implemented in accordance with this approval.

- *Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.*
- *Streets and equipment shall be cleaned in accordance with established PW requirements.*
- *Trucks shall only travel on a County-approved construction route. Truck queuing/staging shall not be allowed on public or private streets. Limited queuing may occur on the construction site itself.*
- *Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on site, with a minimum amount of materials within a work area in the public right-of-way.*
- *Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the County.*

Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction

- *The project sponsor shall advise the traveling public of impending construction activities (e.g., information signs, portable message signs, media listing/notification, implementation of an approved Construction Traffic Management Plan).*
- *The project sponsor shall obtain appropriate permits for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way.*
- *The project sponsor shall provide timely notification of construction schedules to all affected agencies (e.g., LA Metro, Sheriff Department, Fire Department, Public Works Department, and Regional Planning) and to all owners and residential and commercial tenants of property within a radius of 500 feet.*
- *The project sponsor shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.*
- *The project sponsor shall obtain County Public Works approval of any haul routes for earth, concrete, or construction materials and equipment hauling.*

This mitigation would ensure that maximum traffic control measures are implemented during construction so as not to unnecessarily obstruct or delay traffic.

Threshold	Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
-----------	--

Impact 4.14-2 **Implementation of the Specific Plan could conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.**

The CMP roadways in the SPA are SR-60, I-710, and Whittier Boulevard. The CMP indicates that SR-60 and I-710 currently operate at a LOS E or LOS F in the SPA, and Whittier Boulevard operates at an LOS D or better. The CMP includes a process for CMP Transportation Impact Analysis (TIA). However, as stated in the CMP, the CMP TIA guidelines are geared toward the analysis of projects where specific land use types and project design details are known, rather than planning documents such as specific plans. The level of detail for CMP analysis may be adjusted according to project detail. Future development under the CMP would be required to comply with project-specific CMP TIA guidelines. For the purposes of this programmatic analysis, the analysis of intersections that would primarily carry the increase in traffic anticipated at buildout of the proposed Plan (Impact 4.14-1) is used to generally assess the project's impact on the CMP roadway network. The study area includes intersections with CMP roadways including the intersection of 3rd Street with the SR-60 westbound off-ramp, the intersection of Downey Road with the SR-60 eastbound off-ramp, and the intersections of Whittier Boulevard with Downey Road, Eastern Avenue, and Arizona Avenue.

The proposed Plan is intended to support and encourage the use of transit, which would in turn reduce congestion, consistent with the goals of the CMP. Additionally, future nonresidential development under the Specific Plan would be required to comply with the project-specific Transportation Demand Management (TDM) development standards outlined in the CMP. However, as described under Impact 4.14-1, implementation of the Specific Plan would result in significant increases in congestion throughout the SPA, including significant impacts to the intersection of 3rd Street with the SR-60 westbound off-ramp and the intersections of Whittier Boulevard with Downey Road, Eastern Avenue, and Arizona Avenue. Therefore, the proposed Plan would have the potential to increase congestion on the CMP roadway network.

The following study intersections at freeway ramps would worsen to LOS E or F with implementation of development permitted under the proposed Land Use Plan:

- **Gage Avenue/3rd Street**—Would worsen from LOS C to E in the a.m. peak hour and from LOS B to F in the PM peak hour
- **SR-60 Westbound On/Off Ramps/3rd Street**—Would worsen from LOS C to F in the p.m. peak hour

- **Downey Road/SR-60 Eastbound Off-Ramp**—Would worsen from LOS E to F in the PM peak hour

This would be considered a potentially significant impact. Identified significant impacts at the intersection of Downey Road/SR-60 Eastbound Off-Ramp, per County guidelines, would be mitigated to a level of insignificance. Future signal synchronization projects and other traffic signal upgrades in the future within the 3rd Street corridor could mitigate the identified LOS degradations at these locations. Additional mitigation measures will likely be necessary during the course of development under the proposed Plan.

Implementation of mitigation measure MM4.14-2 would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.

With regard to impacts during construction, similar to the analysis for intersections, future construction details are unknown. Implementation of mitigation measure MM4.14-1 would reduce construction impacts on CMP facilities to *less than significant*.

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

Impact 4.14-3 **Implementation of the Specific Plan would not substantially increase hazards due to a design feature or incompatible uses. This impact would be *less than significant*.**

The SPA is currently developed, including the circulation network. The Specific Plan proposes a development pattern to support existing transit service in the area and does not propose new intersections or changes to existing roadways that would create a design hazards. As discussed in Section 4.9 (Land Use/Planning), the Specific Plan would accommodate new commercial and residential land use that is generally consistent with existing development, but at a higher intensity. Individual development would be required to undergo design review to ensure that driveways and other features meet County and proposed Specific Plan standards and would not create a hazard. Therefore, a hazard would not result from incompatible land use. Additionally, implementation of the Specific Plan would result in development of a more pedestrian-friendly circulation network, including requirements, such as setbacks for development, that would increase visibility and overall roadway network safety. Safety features encouraged in the Specific Plan include clearly marked crossings, curb extensions, use of striping to enhance crosswalk visibility, and in-pavement lighted sidewalks. These safety features are particularly encouraged along streets that provide accessibility to Gold Line stations and would improve safety at railroad crossings.

This impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project result in inadequate emergency access?
-----------	--

Impact 4.14-4 **Implementation of the Specific Plan could result in inadequate emergency access. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.**

The circulation network in the SPA is developed. Implementation of the Specific Plan would not change existing emergency access routes to the SPA. Additionally, future site plans would be reviewed as part of the project approval process to ensure adequate emergency access during operation. However, temporary roadway closures and detours during construction of future development projects within roadway rights-of-way could potentially impede emergency access if the appropriate authorities are not properly notified prior to construction.

This would be considered a potentially significant impact. However, implementation of mitigation measure MM4.14-2 (Construction Traffic Management Plan) would reduce this impact to *less than significant* by ensuring that adequate emergency access is maintained at all times.

Threshold	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
-----------	---

Impact 4.14-5 **Implementation of the Specific Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. This impact would be *less than significant*.**

The applicable alternative transportation plans for the Specific Plan are the CMP and the County Bicycle Master Plan. The Specific Plan would encourage use of alternative transportation, consistent with CMP. The Specific Plan is intended to be a transit-oriented development plan. Components include vibrant and diverse commercial corridors; well-designed buildings; attractive streetscapes; engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; a mix of uses, with residential and employment densities that support transit use; and a range of housing options. Examples of Specific Plan requirements include wide sidewalks, bicycle parking, safe and convenient pedestrian and bicycle connections, improved lighting for safety, and improved pedestrian crossings. The Specific Plan does not include land uses of other components that would conflict with existing alternative transportation facilities or decrease performance of these facilities. Individual developments under the Specific Plan would be required to comply with applicable CMP requirements for transit coordination to ensure that development would not result in adverse impacts to transit facilities.

The Specific Plan would implement the bicycle facilities planned for the SPA in the Bicycle Master Plan. The bicycle circulation network identified in the Specific Plan is consistent with the proposed Bicycle Master Plan network and the plan includes several policies that require implementation of the plan. Future development in the SPA would be required to demonstrate consistency with the planned circulation network through the design review process.

This impact would be *less than significant*, and no mitigation is required.

4.14.4 Cumulative Impacts

The analysis under Impact 4.14-1 of the proposed Plan impacts on the study area circulation network includes cumulative growth through year 2035. As shown in Table 4.14-7, six intersections would operate at a deficient LOS as a result of cumulative growth without the proposed Plan. Therefore, a cumulative impact would occur. The proposed Plan would result in significant increase in congestion at these intersections, and nineteen additional intersections. Implementation of mitigation measure MM4.14-1 would reduce the proposed Plan impacts, but not to a less-than-significant level. Therefore, the proposed Plan would make a cumulatively considerable contribution and the cumulative impact would be ***significant and unavoidable***.

Construction traffic would be managed through implementation of mitigation measure MM4.14-2 for all projects pursuant to the Specific Plan. Therefore, there would be a ***less-than-significant cumulative*** impact on traffic circulation and emergency access during construction.

As discussed above, the proposed Plan and cumulative growth through the year 2035 would cause intersections throughout the SPA to operate at a deficient LOS. The increase in congestion would have the potential to decrease LOS on CMP Roadways, including SR-60, I-710, and Whittier Boulevard. Implementation of mitigation measure MM4.14-1 would reduce the proposed Plan impacts, but not to a less-than-significant level. Therefore, the proposed Plan would make a cumulatively considerable contribution and the cumulative impact would be ***significant and unavoidable***.

Impacts related to hazards are site-specific and not cumulative in nature because a hazardous design feature in one area would generally not contribute to a hazard elsewhere. Additionally, as discussed under Impact 4.14-3, the proposed Plan would not result in any hazardous design features or incompatible land uses. Individual developments would be required to undergo design review that would ensure project elements such as driveways would not create a hazard. Therefore, a ***less-than-significant cumulative impact*** would occur.

Impacts related to emergency access are site specific and not cumulative in nature because inadequate emergency access at one site would generally not affect emergency access elsewhere. As discussed under Impact 4.14-4, individual projects would be required to undergo design or site plan review to ensure that adequate emergency access is provided. The Specific Plan does not propose any changes to existing access to the SPA. Therefore, a ***less-than-significant cumulative impact*** would occur.

Cumulative growth in the region could result in a cumulative impact to alternative transportation facilities such as bicycles and public transit if development did not provide new facilities concurrent with demand, or include design features to promote transit use and bicycle and pedestrian safety. As discussed under Impact 4.14-5, implementation of the proposed Plan would promote the use of alternative transportation and increase pedestrian and bicycle safety. Therefore, the proposed Plan would not make a cumulatively considerable contribution and the ***cumulative*** impact would be ***less than significant***.

4.14.5 References

KOA Corporation. 2014. *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, April 18.

Los Angeles County. 2012. *County of Los Angeles Bicycle Master Plan*. Prepared by Alta Planning + Design, March.

Los Angeles County Metropolitan Transportation Authority (LA Metro). 2010. *2010 Congestion Management Program*.

4.15 UTILITIES/SERVICE SYSTEMS

This section of the Draft EIR analyzes the potential environmental effects on utilities/service systems from implementation of the proposed Plan. For purposes of this EIR, the utilities/service systems analysis is divided into four subsections: (1) water supply, storage, and distribution; (2) wastewater collection, transmission, and treatment; (3) solid waste collection and disposal; and (4) energy (electricity and natural gas) use. Cumulative impacts are addressed at the end of each respective subsection. The analysis is based, in part, on information provided in the East Los Angeles 3rd Street Draft Specific Plan, provided as Appendix B to this Draft EIR, as well as the Los Angeles County General Plan (Los Angeles 1980); Los Angeles County General Plan EIR (Los Angeles 1981); and East Los Angeles Community Plan (Los Angeles 1988). All references and sources cited in this section are provided at the end of each subsection in Section 4.15.5 (References), Section 4.15.10 (References), Section 4.15.15 (References), and Section 4.15.20 (References), respectively.

Water Supply

This section describes the current status of water supply services in the East Los Angeles, 3rd Street Specific Plan, including a discussion of local water conservation initiatives and the ability of the East Los Angeles District of California Water Service Company (Cal Water) water supply services to meet the current needs of East Los Angeles including the 3rd Street SPA, portions of Montebello, Commerce and Vernon, along with other unincorporated portions the County within Cal Water's East Los Angeles service area. Data for this section were taken from Cal Water's 2010 Urban Water Management Plan and Metropolitan Water District of Southern California's (MWD) Regional Integrated Resources Plan, 2010 Regional Water Management Plan. Full reference-list entries for all cited materials are provided in Section 4.15.5 (References).

4.15.1 Environmental Setting

■ Water Service

As set forth in CEQA Guidelines Section 15125(a) the following Environmental Setting discussion describes the physical environmental conditions in the East Los Angeles, 3rd Street Specific Plan area (SPA) at the time of issuance of the NOP. It constitutes the baseline physical conditions by which the County of Los Angeles will determine whether a water supply impact is significant.

Cal Water provides water service to all residential, commercial, and industrial users in the East Los Angeles, 3rd Street SPA, as well as water service to meet County landscape and fire protection needs. Cal Water's East Los Angeles District water system currently includes ten active wells, twenty-nine booster pumps, sixteen storage tanks, and three MWD connections. Cal Water also operates a variety of transmission and distribution infrastructure.

As the East Los Angeles, 3rd Street SPA is largely built out, its utility systems are in place and generally fixed in nature. Future land use changes associated with the 3rd Street SPA may require improvements or expansion of water system infrastructure facilities or upgrading current capacities based on individual

project requirements, or accelerated maintenance and repair programs. Cal Water's East Los Angeles District sets forth the priorities for water conveyance facilities improvements and distribution equipment needs through its Water Supply and Facilities Master Plan that identifies near- and long-term capital improvement projects.

■ Water Sources and Supplies

The drinking water supplied to Cal Water's East Los Angeles District is a blend of local groundwater, and surface water imported by MWD and sold through Central Basin Municipal Water District (CBMWD). Cal Water's Allowed Pumping Allocation (APA) of 11,774 acre-feet per year (afy) is set at 80 percent of the adjudicated right, which is based on the safe yield of the groundwater basin. This is normally referred to as the APA. However, Cal Water does not currently have the ability to produce and deliver this quantity and normally produces between 3,000 and 6,000 afy of groundwater. The remaining groundwater is either sold to other entities or left in the groundwater basin. A portion, up to 20 percent of the unused APA can also be carried over into the following year.

Cal Water maintains several short term water lease agreements with various municipalities and private companies. Under these agreements, Cal Water leases the right to produce a portion of its APA so that it does not go unused. In 2010, through its short-term agreements, Cal Water leased 7,000 af. Short term water lease agreements can vary from year-to-year depending on the local water supply needs. Cal Water intends to construct new wells in the future and at that point will maximize groundwater production up to its APA. Once Cal Water's groundwater production reaches the APA, carryover will no longer be available. When Cal Water begins producing its full adjudicated right, these leases will longer be required. The East Los Angeles District also has 2,697 af of previously stored water in a special drought carryover storage bank. This supply can be accessed for one time use or sale and will not be available again. This special drought carryover storage water will continue to be stored until Cal Water needs these supplies during a drought, when imported supplies from MWD are reduced.

Cal Water began serving recycled water in its East Los Angeles service area in 2011 and has a maximum projected demand of approximately 800 afy.

■ MWD Plans for Future Water Supply

MWD is the largest water wholesaler for domestic and municipal uses in Southern California. As one of 26-member agencies, CBMWD purchases water from MWD to supplement its supplies from local groundwater. MWD imports its water supplies from Northern California through the State Water Project's (SWP) California Aqueduct, operated by the California Department of Water Resources (CDWR), and from the Colorado River through MWD's own Colorado River Aqueduct. Each of these sources is described below, along with efforts by MWD to diversify its sources of supply and increase storage of water within its service area to enhance the reliability of its two main sources. CBMWD and Cal Water will continue to rely on MWD to meet its current and future supplemental water needs.

All twenty-six member agencies have preferential rights to purchase water from MWD. Pursuant to MWD Act Section 135:

Each member public agency shall have a preferential right to purchase from the district for distribution by such agency, or any public utility therein empowered by such agency for the purposes, for domestic and municipal uses within the agency a portion of the water served by the district which shall, from time to time, bear the same ratio to all of the water supply of the district as the total accumulation of amounts paid by such agency to the district on tax assessments and otherwise, excepting purchase of water, toward the capital cost and operating expense of the district's works shall bear to the total payments received by the district on account of tax assessments and otherwise, excepting purchase of water, toward such capital cost and operating expense.

This is known as a preferential right. Under the preferential rights system, CBMWD is entitled to a percentage of MWD's water. Even during shortages, MWD expects that it will be able to meet its member agencies' long-term needs through a combination of actions, including water transfer programs, outdoor conservation measures, and development of additional local resources, such as recycling, brackish water desalination, and seawater desalination. Additionally, MWD has more than approximately 3.8 acre-feet (af) of storage capacity available in reservoirs and banking/transfer programs.

Based on the water supply planning requirements imposed on its member agencies and ultimate customers, such as the requirements to adopt urban water management plans, water supply assessments and written verifications, MWD has adopted a series of official reports on the state of its water supplies. As described below, MWD has consistently stated that its water supplies are fully reliable to meet the demands of its customers, in all hydrologic conditions through at least 2030.

Colorado River

In November 2010, MWD published its updated Regional Urban Water Management Plan. According to MWD, it continues to pursue Colorado River Aqueduct (CRA) supplies of 1.2 million acre-feet (Maf) per year (MWD 2010b). However, constraints have developed over the years that restrict MWD's access to Colorado River supplies. The Limitation Act of 1929 set California's consumptive use of Colorado River water at 4.4 Maf per year, plus not more than one-half of any excess or surplus waters unapportioned by the Colorado River Compact. Under its contract with the federal government, MWD has a basic entitlement of 550 thousand acre-feet (Taf) per year of Colorado River water, which is the fourth of four priority allotments designated for the state of California. MWD also holds a fifth priority for an additional 662 Taf per year that exceeds California's 4.4 Maf per year basic apportionment, and another 180 Taf per year when surplus flows are available (MWD 2010b). After meeting its exchange obligations, MWD expects their maximum supply capability from the CRA to be 954 Taf per year for multiple dry years, single dry year, and average year in 2030 (MWD 2010b). This includes utilizing a number of programs to help achieve MWD's regional long-term development targets for the CRA, although more agreements will be necessary to hit MWD's target of 1.2 Maf per year.

State Water Project

MWD possesses a contract with CDWR that entitles it to water from the SWP.⁹ According to the contract, MWD is entitled to receive 1,911 Taf per year from the SWP (MWD 2010b). This supply is diverted from the Feather River at Lake Oroville, released and conveyed through the Sacramento-San Joaquin River Delta (Delta) and rediverted at the Harvey O. Banks Delta Pumping Plant for conveyance through the California Aqueduct to Southern California and MWD. MWD described and analyzed the reliability of its SWP supplies in the 2010 RUWMP (MWD 2010b). Under recent criteria, based on the deteriorating reliability of SWP deliveries, CDWR projects that, in critically dry years, SWP delivery would be 418 Taf, or about 22 percent of MWD's SWP contractual amounts. Consequently, MWD's key concern is the continuing deterioration of water supply reliability. MWD estimated the availability of SWP supplies using the draft 2009 CDWR reliability report as this presents CDWR's current estimate of the amount of SWP water deliveries for current (2009) conditions and conditions 20 years into the future (MWD 2010b). MWD estimated that in 2030, it will have 469 Taf available in multiple dry years, 107 Taf in a single dry year, and 1,026 Taf in an average year (MWD 2010b).

Over the years, SWP supplies have been challenged through environmental litigation concerning the Delta. In addition, MWD has acknowledged that conveyance of water through the Delta can present challenges for SWP supplies due to water quality and environmental issues that can affect pumping operations. Risks to this supply also include potential levee failure. Actions being taken by CDWR and MWD to avoid or mitigate these risks are described below.

Integrated Water Resources Plan

MWD first adopted its Integrated Water Resources Plan (IRP) in 1996. The most updated IRP, which was adopted in 2010, builds on the successes of existing conservation programs and recycled water projects, such as plumbing code revisions and direct incentives. The 2010 IRP also focuses on California's new requirement to lower residential per-capita water use 20 percent by the year 2020. This "20 x 2020" plan gives local communities flexibility to meet the target while accounting for previous conservation and recycling efforts (MWD 2011). The 2010 IRP notes that future water supply reliability depends not only upon actions by MWD to secure reliable imported supplies, but also further development of local projects by local agencies such as CBMWD.

On October 12, 2010, the MWD board of directors updated the district's IRP, providing a roadmap for maintaining regional water supply reliability over the next 25 years. The updated IRP strikes a balance through a three-component approach: (1) a core resources strategy representing baseline efforts to manage water supply and demand conditions and to stabilize MWD's traditional imports; (2) a cost-effective "supply buffer" to enable the region to adapt to future circumstances and foreseeable challenges; and (3) foundational actions to guide the region in determining alternative supply options for long-range planning (MWD 2011). The report concludes that "the options presented in this IRP Update are projected to meet the future water supply needs of Southern California" (MWD 2010a).

⁹ See Contract between the California Department of Water Resources and the Metropolitan Water District of Southern California for a Water Supply (November 4, 1960), as amended through Amendment No. 28, http://www.swpao.water.ca.gov/wsc/pdfs/MWDSC_O_C.pdf.

MWD supported this conclusion by providing detailed updates for each of its resource categories, restating dry-year IRP targets and examining current considerations, changed conditions, implementation strategies and identified programs, implementation challenges and cost information. A brief summary of each of MWD’s water resource development categories (other than the Colorado River and SWP supplies, which were discussed previously) is provided below:

- **Conservation:** MWD has invested more than \$268 million in conservation programs and initiatives over the past 20 years, including executing a 10-year residential master conservation funding agreement with member agencies, installing over 2.7 million high-efficiency toilets, strengthening outdoor conservation programs and introducing new Industrial Process Improvement programs. In 2010, MWD programs conserved approximately 886,000 af, which was an increase of approximately 121,000 af over 2005. MWD’s 2015 target for conservation savings is 936,000 af (MWD 2010b).
- **Local Resources—Recycling, Groundwater Recovery, and Seawater Desalination:** MWD has invested more than \$347 million with its member agencies to develop local resource programs. MWD continues to pursue a 2025 target for combined water recycling, groundwater recovery, and seawater desalination elements totaling 500 Taf per year of committed development and 250 Taf per year of planning buffer. In 2009 MWD funded 223 Taf of water production from recycling and groundwater recovery. MWD has entered into four Seawater Desalination Program (DSP) agreements, while a fifth potential project is currently on hold (MWD 2010b).
- **Central Valley Storage and Transfer Programs:** MWD has developed significant water storage and transfer program partnerships in the Central Valley and has witnessed increased cooperation with CDWR and federal agencies to facilitate water transfers. MWD continues to pursue transfers with Central Valley parties and has worked to improve existing storage programs with existing SWP storage partners. In 2003, 2005, 2008, and 2009, MWD was able to secure water transfer supplies as a resource to fill anticipated supply shortfalls needed to meet service area demands (MWD 2010b).
- **In-Region Groundwater Storage:** In 2007, MWD prepared the Groundwater Assessment Study Report in collaboration with its member agencies. The report finds that there is substantial capacity for groundwater storage, but significant challenges must be overcome in order to implement additional storage programs. Workshops were held in 2008 to discuss these challenges and develop recommendations. In 2010, MWD entered into an agreement with the Los Angeles County Sanitation District (LACSD) to conduct a feasibility study for developing a regional recharge project using recycled water. Despite a regional groundwater storage capacity of 421.9 Taf, the account balance as of December 31, 2009, was 84.6 Taf (MWD 2010b).

Summary of MWD Water Supply Reliability

MWD has engaged in significant water supply projection and planning efforts. Those efforts have included the water demands of Cal Water East Los Angeles District service area in their projections. In its 2010 RUWMP, MWD has consistently found that its existing water supplies, when managed according to its water resource plans, such as the WSDM and IRP, are and will be 100 percent reliable through 2035 (MWD 2010b). Although water supply conditions are always subject to uncertainties, MWD has maintained its supply reliability in the face of such uncertainties in the past, and is actively managing its supplies to ensure the same 100 percent reliability for the future.

■ Water Treatment Plant

MWD operates and maintains five water treatment facilities: the F.E Weymouth Treatment Plant in La Verne in the San Gabriel Valley; the Robert B. Diemer (Diemer) Treatment Plant in Yorba Linda; the Joseph Jensen (Jensen) Treatment Plant at the northwest end of San Fernando Valley; the Henry J. Mills Treatment Plant in the city of Riverside; and the Robert A. Skinner Treatment Plant near Hemet. MWD treats imported water at each of these water treatment plants prior to transmission and distribution to its member agencies throughout the Los Angeles basin, Orange County, and San Diego County. The primary water treatment plant serving largely Los Angeles area and the project area is the F.E. Weymouth Treatment Plant (FEWTP), at La Verne. The FEWTP delivers up to 520 million gallons per day (mgd) (MWD 2010b). The average over the year is 420 mgd and operates between 75 and 85 percent capacity. The remaining capacity of the FEWTP is, therefore, approximately 100 mgd or 19 percent of its total capacity.

4.15.2 Regulatory Framework

■ Federal

Clean Water Act

The federal Clean Water Act (CWA) establishes regulatory requirements for potable water supplies including raw and treated water quality criteria. The County of Los Angeles is required to monitor water quality and conform to the regulatory requirements of the CWA.

■ State

Safe Drinking Water Act (1976)

California enacted its own Safe Drinking Water Act (SDWA). Department of Health Services (DHS) has been granted primary enforcement responsibility for the SDWA. Title 22 of the California Administrative Code establishes CDHS authority and stipulates drinking water quality and monitoring standards. These standards are equal to or more stringent than the Federal standards.

Title 22

The California Water Code requires the DHS to establish water reclamation criteria. In 1975, the DHS prepared Title 22 to fulfill this requirement. Title 22 regulates production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, which typically includes grit removal and initial sedimentation or settling tanks; adequately disinfected, oxidized effluent (secondary effluent) which typically involves aeration and additional settling basins; and adequately disinfected, oxidized, coagulated, clarified, filtered effluent (tertiary effluent) which typically involves filtration and chlorination. In addition to defining reclaimed water uses, Title 22 also defines requirements for sampling and analysis of effluent and requires specific design requirements for facilities.

Urban Water Management Planning Act (California Water Code, Division 6, Part 2.6, Sections 10610 et seq.)

The Urban Water Management Planning Act (Act) was developed due to concerns over potential water supply shortages throughout California. It requires information on water supply reliability and water use efficiency measures. Urban water suppliers are required, as part of the Act, to develop and implement UWMPs to describe water supply, service area demand, population trends and efforts to promote efficient use and management of water resources. An UWMP is intended to serve as a water supply and demand planning document that is updated to reflect changes in the water supplier's service area including water supply trends, and conservation and water use efficiency policies.

The East Los Angeles District of Cal Water prepared its 2010 UWMP. This 2010 UWMP was adopted in June 2011 and presents the East Los Angeles District's current supply and demand situation along with an updated presentation of future supplies, demand forecasts and measures to monitor and control future demand. The 2010 UWMP, along with other water resource planning reports is used by Cal Water staff to guide the East Los Angeles District's water use and management efforts through the years 2015, 2020, and out to 2030 as required by the Act.

California Water Code Sections 10910 et seq.

Senate Bill (SB) 610 was adopted in 2001 and reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. SB 610 amended the statutes of the Urban Water Management Planning Act, as well as the California Water Code (CWC) Sections 10910 et seq.

Water supply planning under CWC Section 10910 requires reviewing and identifying adequate available water supplies necessary to meet the demand generated by certain qualifying projects, as well as the cumulative demand for the general region over the next 20 years, under a broad range of water conditions. For areas served by public water systems, this information is typically found in the current UWMP. CWC 10910 requires the identification of the public water supplier. Under CWC 10910, a WSA need only be prepared if a project exceeds specific thresholds of development as identified in CWC Section 10912(a) and shown here for reference:

- 1) A proposed residential development of more than 500 dwelling units
- 2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sf) of floor space
- 3) A commercial building employing more than 1,000 persons or having more than 250,000 sf of floor space
- 4) A hotel or motel with more than 500 rooms
- 5) A proposed industrial, manufacturing, or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area
- 6) A mixed-use project that includes one or more of these elements
- 7) A project creating the equivalent demand of 500 residential units

These assessments, prepared by “public water systems” responsible for service, address whether adequate existing or projected water supplies are available to serve Specific Plans, in addition to urban and agricultural demands and other anticipated development in the service area in which a Specific Plan is located. State regulations do not specifically require the preparation of a water supply assessment for a general plan; however, “water elements” of the general plans are integral parts of a long-range planning report. Section 10910(c)(2) states that if the projected water demand associated with a Specific Plan was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan into the analysis.

Senate Bill 7 of the Seventh Extraordinary Session of 2009

Fall 2009 Extraordinary Legislative Session SB 1 (SBx7 1) establishes a statutory framework intended to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Sacramento-San Joaquin River Delta ecosystem. The co-equal goals will be achieved in a manner that protects the unique cultural, recreational, natural resource, and agricultural values of the Delta. In order to “provide a more reliable water supply to California” the state Legislature passed Senate Bill 7 as part of the Seventh Extraordinary Session on November 10, 2009, which became effective February 3, 2010.

Specifically, SBx7 1:

- Creates the Delta Stewardship Council, consisting of seven members with diverse expertise providing a broad statewide perspective. The Chairperson of the Delta Protection Commission is a permanent member of the Council. The Council is also tasked with:
 - a) Developing a Delta Plan to guide state and local actions in the Delta in a manner that furthers the co-equal goals of Delta restoration and water supply reliability
 - b) Developing performance measures for the assessment and tracking of progress and changes to the health of the Delta ecosystem, fisheries, and water supply reliability
 - c) Determining if a state or local agency’s project in the Delta is consistent with the Delta Plan and the co-equal goals, and acting as the appellate body in the event of a claim that such a project is inconsistent with the goals
 - d) Determining the consistency of the Bay-Delta Conservation Plan (BDCP) with the co-equal goals
- Ensures that the Department of Fish and Wildlife and the SWRCB identify the water supply needs of the Delta estuary for use in determining the appropriate water diversion amounts associated with BDCP
 - a) Establishes the Sacramento-San Joaquin Delta Conservancy to implement ecosystem restoration activities within the Delta. In addition to the restoration duties the Conservancy is required to:
 - b) Adopt a strategic plan for implementation of the Conservancy goals
 - c) Promote economic vitality in the Delta through increased tourism and the promotion of Delta legacy communities
 - d) Promote environmental education about, and the public use of, public lands in the Delta

- e) Assist in the preservation, conservation, and restoration of the region's agricultural, cultural, historic, and living resources
- Restructures the current Delta Protection Commission (DPC), reducing the membership from 23 to 15 members, and tasks DPC with the duties of:
 - a) Adopting an economic sustainability plan for the Delta, which is to include flood protection recommendations to state and local agencies
 - b) Submitting the economic sustainability plan to the Delta Stewardship Council for inclusion in the Delta Plan
- Appropriates funding from Proposition 84 to fund the Two-Gates Fish Protection Demonstration Program, a project in the central Delta which will utilize operable gates for protection of sensitive species and management of water supply

The following are key legislative findings from SBx7 1, now found in various provisions of the Water Code:

85002. The Legislature finds and declares that the Sacramento-San Joaquin Delta is a critically important natural resource for California and the nation. It serves Californians concurrently as both the hub of the California water system and the most valuable estuary and wetland ecosystem on the west coast of North and South America.

85004. The Legislature finds and declares all of the following:

- (a) The economies of major regions of the state depend on the ability to use water within the Delta watershed or to import water from the Delta watershed. More than two-thirds of the residents of the state and more than two million acres of highly productive farmland receive water exported from the Delta watershed.
- (b) Providing a more reliable water supply for the state involves implementation of water use efficiency and conservation projects, wastewater reclamation projects, desalination, and new and improved infrastructure, including water storage and Delta conveyance facilities.

85020. The policy of the State of California is to achieve the following objectives that the Legislature declares are inherent in the coequal goals for management of the Delta:

- (a) Manage the Delta's water and environmental resources and the water resources of the state over the long term.
- (b) Protect and enhance the unique cultural, recreational, and agricultural values of the California Delta as an evolving place.
- (c) Restore the Delta ecosystem, including its fisheries and wildlife, as the heart of a healthy estuary and wetland ecosystem.
- (d) Promote statewide water conservation, water use efficiency, and sustainable water use.
- (e) Improve water quality to protect human health and the environment consistent with achieving water quality objectives in the Delta.
- (f) Improve the water conveyance system and expand statewide water storage.
- (g) Reduce risks to people, property, and state interests in the Delta by effective emergency preparedness, appropriate land uses, and investments in flood protection.
- (h) Establish a new governance structure with the authority, responsibility, accountability, scientific support, and adequate and secure funding to achieve these objectives.

The legislation also recognizes, however, that Southern California should do more going forward to make the most of regionally available water resources:

85021. The policy of the State of California is to reduce reliance on the Delta in meeting California's future water supply needs through a statewide strategy of investing in improved regional supplies, conservation, and water use efficiency. Each region that depends on water from the Delta watershed shall improve its regional self-reliance for water through investment in water use efficiency, water recycling, advanced water technologies, local and regional water supply projects, and improved regional coordination of local and regional water supply efforts.

This new law was the water conservation component to the Delta legislation package, and seeks to achieve a 20 percent statewide reduction in urban per capita water use in California by December 31, 2020.

The Water Conservation Act of 2009 (SBx7 7), amended and repealed Section 10631.5 of, to add Part 2.55 (commencing with Section 10608) to Division 6 of, and repealed and added Part 2.8 (commencing with Section 10800) of Division 6 of, the Water Code, relating to water. Specific text from part 2.55 of the CWC for urban water suppliers as it relates to water conservation and water use efficiencies is listed below. The complete text for the Water Conservation Act of 2009 can be found at <http://www.water.ca.gov/wateruseefficiency/sb7/>.

Specifically, SBx7 7 from this Extraordinary Session requires each urban retail water supplier to develop urban water use targets to help meet the 20 percent reduction goal by 2020 (20x2020), and an interim water reduction target by 2015. Key elements of the CWC text are listed below:

It is the intent of the Legislature, by the enactment of this part, to do all of the following:

CWC Section 10608.4.

- (a) Require all water suppliers to increase the efficiency of use of this essential resource.
- (b) Establish a framework to meet the state targets for urban water conservation identified in this part and called for by the Governor.
- (c) Measure increased efficiency of urban water use on a per capita basis.
- (d) Establish a method or methods for urban retail water suppliers to determine targets for achieving increased water use efficiency by the year 2020, in accordance with the Governor's goal of a 20-percent reduction.
- (e) Establish consistent water use efficiency planning and implementation standards for urban water suppliers and agricultural water suppliers.
- (f) Promote urban water conservation standards that are consistent with the California Urban Water Conservation Council's adopted best management practices and the requirements for demand management in Section 10631.
- (g) Establish standards that recognize and provide credit to water suppliers that made substantial capital investments in urban water conservation since the drought of the early 1990s.
- (h) Recognize and account for the investment of urban retail water suppliers in providing recycled water for beneficial uses.
- (i) Require implementation of specified efficient water management practices for agricultural water suppliers.
- (j) Support the economic productivity of California's agricultural, commercial, and industrial sectors.
- (k) Advance regional water resources management.

CWC Section 10608.16.

- (a) The state shall achieve a 20-percent reduction in urban per capita water use in California on or before December 31, 2020.
- (b) The state shall make incremental progress towards the state target specified in subdivision (a) by reducing urban per capita water use by at least 10 percent on or before December 31, 2015.

CWC Section 10608.20.

- (a)
 - (1) Each urban retail water supplier shall develop urban water use targets and an interim urban water use target by July 1, 2011. Urban retail water suppliers may elect to determine and report progress toward achieving these targets on an individual or regional basis, as provided in subdivision (a) of Section 10608.28, and may determine the targets on a fiscal year or calendar year basis.
 - (2) It is the intent of the Legislature that the urban water use targets described in subdivision (a) cumulatively result in a 20 percent reduction from the baseline daily per capita water use by December 31, 2020.
- (b) An urban retail water supplier shall adopt one of the following methods for determining its urban water use target pursuant to subdivision (a):
 - > Method 1 – Eighty percent of the water supplier’s baseline per capita potable water use
 - > Method 2 – Per capita daily water use estimated using the sum of performance standards applied to indoor residential use; landscape area water use, and commercial, industrial, and institutional uses
 - > Method 3 – Ninety-five percent of the applicable state hydrologic region target as stated in the state’s draft 20x2020 Water Conservation Plan.
 - > Method 4 – Draft Provisional Target Method 4 (January 2011)

CWC Section 10608.24.

- (a) Each urban retail water supplier shall meet its interim urban water use target by December 31, 2015.
- (b) Each urban retail water supplier shall meet its urban water use target by December 31, 2020.

CWC Section 10608.28.

- (a) An urban retail water supplier may meet its urban water use target within its retail service area, or through mutual agreement, by any of the following:
 - (1) Through an urban wholesale water supplier.
 - (2) Through a regional agency authorized to plan and implement water conservation, including, but not limited to, an agency established under the Bay Area Water Supply and Conservation Agency Act (Division 31 (commencing with Section 81300)).
 - (3) Through a regional water management group as defined in Section 10537.
 - (4) By an integrated regional water management funding area.
 - (5) By hydrologic region.
 - (6) Through other appropriate geographic scales for which computation methods have been developed by the department.
- (b) A regional water management group, with the written consent of its member agencies, may undertake any or all planning, reporting, and implementation functions under this chapter for the member agencies that consent to those activities. Any data or reports shall provide information both for the regional water management group and separately for each

■ Regional

Metropolitan Water District Integrated Water Resources Plan (1996–2010)

MWD, its member agencies, sub-agencies, and groundwater basin managers developed an IRP that was originally adopted by the Board in January 1996 as a long-term planning guideline for resources and capital investments. The purpose of the IRP was the development of a preferred resource mix to meet the water supply reliability and water quality needs for the region in a cost-effective and environmentally sound manner.

In 2010, the MWD Board of Directors adopted an updated IRP that reviewed the goals and achievements of the original IRP, identified changed conditions for water resource development, and updated the resource targets through 2025. A key component of the updated plan was the addition of a planning buffer. The planning buffer provided for the identification of additional supplies, both imported and locally developed, to address uncertainty in future supplies and demands from factors such as the level of population and economic growth which directly drive water demands, water quality regulations, new chemicals found to be unhealthful, endangered species affecting sources of supplies, and periodic and new changes in climate and hydrology. MWD's principal sources of water are the SWP and the Colorado River. The IRP's Preferred Resource Mix identifies a balance of local and imported water resources within MWD's service area. MWD expects that the resource targets and capital expenditure strategies for the Preferred Resource Mix will be continually reviewed and updated at least every 5 years to reflect changing demand and supply conditions. The following paragraphs describe the elements of the 2004 Preferred Resource Mix.

- **State Water Project.** SWP supplies (discussed in more detail below) are important for maximizing local groundwater potential and the use of recycled water since SWP water has lower salinity content than Colorado River Aqueduct water and can be used to increase groundwater conjunctive use applications.
- **Colorado River Aqueduct.** The Colorado River Aqueduct delivers water from the Colorado River, MWD's original source of supply. MWD has helped to fund and implement farm and irrigation district conservation programs, improvements to river operation facilities, land management programs and water transfers and exchanges through arrangements with agricultural water districts in Southern California and entities in Arizona and Nevada that use Colorado River water.
- **Water Conservation.** Conservation and water use efficiency are the foundation of the IRP. MWD has invested in conservation programs since the 1980s. Historically, most of the investments have been in water efficient fixtures in the residential sector. Future efforts will focus on outdoor water use, including landscaping and commercial/industrial uses.
- **Recycled Water.** Reclaimed or recycled municipal and industrial water is not potable, but can be used for maintaining lawns, protecting groundwater basins from saltwater intrusion, industrial processes, and recharging local aquifers. MWD offers financial incentives to member agencies for developing economically viable reclamation projects.
- **Conjunctive Use.** Conjunctive use is the coordinated use of surface water supplies and groundwater storage. It entails storing surplus imported water during the winter months or wet

years in local surface reservoirs and recharging local groundwater basins, then using the stored supplies during dry months and droughts, thus increasing the supply reliability of the region.

- **Water Transfers.** Under voluntary water transfer agreements, agricultural communities using irrigation water may periodically sell some of their water allotments to urban areas. The water is delivered through existing SWP or Colorado River Aqueduct facilities. MWD's policy toward potential transfers states that the transfers must not harm the environment or contribute to the mining of local groundwater supplies.
- **Groundwater Recovery.** Natural groundwater reservoirs serve an important function as storage facilities for local and imported water. When groundwater storage becomes contaminated, water agencies have to rely more heavily on imported surface water supplies. Treatment for polluted groundwater is quite costly and poses environmental challenges. MWD offers financial incentives to help fund member agency groundwater recovery projects.
- **Desalination.** Desalination may eventually become an important component in the Preferred Resource Mix. MWD has signed agreements with three of its member agencies to provide incentives for pilot desalination projects anticipated to produce up to 60,000 af of desalted seawater annually. (An acre-foot is the amount of water that will cover 1 acre to a depth of one foot and equals approximately 326,000 gallons, which represents the needs of two average families in and around the home for 1 year.) MWD is negotiating a similar agreement with the San Diego County Water Authority (SDCWA) for its desalination project in Carlsbad, anticipated to produce 56,000 afy. The Carlsbad project has obtained permits from the California Coastal Commission, State Lands Commission, and San Diego RWQCB. However, litigation has been filed challenging these approvals.

In late 2010, the MWD Board of Directors adopted an update to its 2004 IRP. MWD's 2010 IRP update builds upon the previous versions of the IRPs. The foundation of MWD's resource strategy for achieving regional water supply reliability has been to develop and implement water resources programs and activities through its IRP preferred resource mix. MWD's current preferred resource mix includes conservation, local resources such as water recycling and groundwater recovery, Colorado River supplies and transfers, SWP supplies and transfers, in-region surface reservoir storage, in-region groundwater storage, out-of-region banking, treatment, conveyance and infrastructure improvements.

The 2010 IRP also presents MWD's core water resource strategies that will be used to meet full-service demands at the retail level under all foreseeable hydrologic conditions from 2015 through 2035. The high number of variables inherent in this type of analysis makes this a complex undertaking. In an effort to ensure future water supply reliability for Southern California, MWD has adopted the following adaptive goals (MWD 2010a, 4-6):

- **Core Resources Strategy:** Develop programs within the four core resources (SWP, CRA, local resources, and conservation) to meet projected demands under observed conditions
- **Uncertainty Buffer:** Regionally collaborate to hedge against uncertainty in projected conditions, through regional consistency with 20x2020 legislation and identification of local projects to be developed if necessary
- **Foundational Actions:** Guard against unknown risks to the Core Resources and Uncertainty Buffer, by pursuing low-risk, low-cost actions to shorten implementation time for further

resources (recycled water, seawater desalination, stormwater, and graywater), if needed (MWD 2010a, 4-6).

State Water Project

One of MWD's two major sources of water is the SWP, which is owned by the State of California (State) and operated by the CDWR. This project transports Feather River water stored in and released from Oroville Dam and unregulated flows diverted directly from the San Francisco Bay/Sacramento-San Joaquin River Delta (Bay-Delta) south via the California Aqueduct to four delivery points near the northern and eastern boundaries of MWD's service area. The total length of the California Aqueduct is approximately 444 miles.

In 1960, MWD signed a contract with CDWR. MWD is one of twenty-nine agencies that have long-term contracts for water service from CDWR, and is the largest agency in terms of the number of people it serves (almost 19 million), the share of SWP water that it has contracted to receive (approximately 46 percent), and the percentage of total annual payments made to CDWR by agencies with State water contracts (approximately 60 percent in 2008). Upon expiration of the State Water Contract term (currently in 2035), MWD has the option to continue service under substantially the same terms and conditions. MWD presently intends to exercise this option to continue service to at least 2052.

Water received from the SWP by MWD over the past 7 years (2002 through 2008), including water from water transfer, groundwater banking and exchange programs, varied from a low of 1,040,000 af in calendar year 2008 to a high of 1,794,000 af in 2004. Below-normal precipitation in the northern Sierra Mountains in the winter of 2007 and spring of 2008, the season when most of the annual precipitation occurs, ended with record dry conditions during March and April of 2008. MWD's allocation from the SWP for calendar year 2008 was 35 percent of its contracted amount, or 669,000 af. MWD received approximately 1,040,000 af of water using the SWP's California Aqueduct in 2008, including the allocation from the SWP and deliveries from water transfers, groundwater banking, and exchange programs. Management of the availability of SWP supplies through water marketing and groundwater banking plays an important role in meeting California water needs.

Following two dry years and the uncertain hydrology projected for 2009, CDWR's October 2008 initial allocation estimate to SWP contractors for 2009 was set at 15 percent of contracted amounts. This estimate was adjusted upwards to 20 and 30 percent of contracted amounts as of March 18, 2009 and April 15, 2009, respectively. The allocation was increased again on May 20, 2009, to 40 percent of contracted amounts given the improved hydrologic conditions following above normal precipitation in February, March, and May. Under a 40 percent allocation of contracted amounts, MWD will receive approximately 765,000 af from its basic allocation and approximately 923,000 af of total water from the SWP, including supplies from water transfers, exchanges and related Five-Year Supply Plan actions that will be delivered through the California Aqueduct.

As recent as November 2013, CDWR announced an initial allocation for 2013 of less than 10 percent of requested deliveries to SWP contractors, which includes MWD. The initial allocation—or water delivery estimate—is always conservative because it is made before the major winter storms that supply reservoir storage. The 10 percent allocation is very low because winter 2013 was very dry and only modest amounts of precipitation occurred in spring 2013. It should be noted that conservative, early water

delivery estimates can be expected to increase as storms roll in. As winter takes hold the states snowpack is expected to increase and this may result in a much higher final allocation SWP requests (CDWR 2011).

2010 Development of Flow Criteria for the Bay-Delta Ecosystem

In 2010, SWRCB developed new flow criteria to protect public trust resources for the Bay-Delta ecosystem. The CWC statute further required the SWRCB to submit its flow criteria determinations to the Delta Stewardship Council within 30 days of flow criteria development. The SWRCB released a draft Report on Development of Flow Criteria for the Bay-Delta Ecosystem on July 21, 2010, for public review and comment. On August 3, 2010, the SWRCB adopted Resolution 2010-0039 approving the final report determining new flow criteria for the Delta ecosystem necessary to protect public trust resources. On August 25, 2010, the Executive Director of the SWRCB submitted the final report to the Delta Stewardship Council. A brief summary of the new flow criteria is present below, the complete report can be found at http://www.waterboards.ca.gov/waterrights/water_issues/programs/bay_delta/deltaflow/docs/final_rpt080310.pdf.

Recent Delta flows are insufficient to support native Delta fishes for today's habitats.¹⁰ Flow modification is one of the immediate actions available although the links between flows and fish response are often indirect and are not fully resolved. Flow and physical habitat interact in many ways, but they are not interchangeable.

In order to preserve the attributes of a natural variable system to which native fish species are adapted, many of the criteria developed by the SWRCB are crafted as percentages of natural or unimpaired flows. These criteria include:

- 75 percent of unimpaired Delta outflow from January through June
- 75 percent of unimpaired Sacramento River inflow from November through June
- 60 percent of unimpaired San Joaquin River inflow from February through June

It is not the SWRCB's intent that these criteria be interpreted as precise flow requirements for fish under current conditions, but rather they reflect the general timing and magnitude of flows under the narrow circumstances analyzed in this report. In comparison, historic flows over the last 18 to 22 years have been:

- Approximately 30 percent in drier years to almost 100 percent of unimpaired flows in wetter years for Delta outflows
- About 50 percent on average from April through June for Sacramento River inflows
- Approximately 20 percent in drier years to almost 50 percent in wetter years for San Joaquin River inflows

¹⁰ This statement should not be construed as a critique of the basis for existing regulatory requirements included in the 2006 Bay-Delta Plan and biological opinions. Those requirements were developed pursuant to specific statutory requirements and considerations that differ from this proceeding. Particularly when developing water quality objectives, the State Water Board must consider many different factors including what constitutes reasonable protection of the beneficial use and economic considerations. In addition, the biological opinions for the SWP and CVP Operations Criteria and Plan were developed to prevent jeopardy to specific fish species listed pursuant to the federal Endangered Species Act; in contrast, the flow criteria developed in this proceeding are intended to halt population decline and increase populations of certain species.

Other criteria include: increased fall Delta outflow in wet and above normal years; fall pulse flows on the Sacramento and San Joaquin Rivers; and flow criteria in the Delta to help protect fish from mortality in the central and southern.

The report also includes determinations regarding variability and the natural hydrograph, floodplain activation and other habitat improvements, water quality and contaminants, cold water pool management, and adaptive management:

- Criteria should reflect the frequency, duration, timing, and rate of change of flows, and not just volumes or magnitudes. Accordingly, whenever possible, the criteria specified above are expressed as a percentage of the unimpaired hydrograph.

Bay Delta Planning Efforts. Since 2000, SWRCB Water Rights Decision 1641 (D-1641) has governed the SWP's ability to export water from the Bay-Delta for delivery to MWD and other agencies receiving water from the SWP. D-1641 allocated responsibility for meeting flow requirements and salinity and other water quality objectives established earlier by the Water Quality Control Plan (WQCP).

The CALFED Bay-Delta Program is a collaborative effort among twenty-three State of California and federal agencies to improve water supplies in California and the health of the Bay-Delta watershed. On August 28, 2000, the federal government and the State issued a Record of Decision (ROD) and related documents approving the final programmatic environmental documentation for the CALFED Bay-Delta Program. The ROD includes, among other things, pledges to restore the Bay-Delta ecosystem, improve water quality, enhance water supply reliability, and assure long-term protection for Bay-Delta levees.

The CALFED Bay-Delta Program has resulted in an investment of \$3 billion on a variety of projects and programs to begin addressing the Bay-Delta's water supply, water quality, ecosystem, and levee stability problems. To guide future development of the CALFED Bay-Delta Program and identify a strategy for managing the Delta as a sustainable resource, in September 2006, Governor Schwarzenegger established by Executive Order a Delta Vision process. The Delta Vision process is tied to legislation that created a cabinet-level committee tasked with developing a Strategic Vision for the Delta. The forty-one-member Delta Vision Blue Ribbon Task Force issued its Delta Vision Strategic Plan (Strategic Plan) on October 17, 2008, providing its recommendations for long-term sustainable management of the Bay-Delta. The Strategic Plan was reviewed by the Delta Vision Committee, chaired by the state Secretary for Resources. The Implementation Report summarizing the Delta Vision Committee's recommendations was submitted to Governor Schwarzenegger on December 31, 2008. These recommendations include completing the Bay Delta Conservation Plan (BDCP) and associated environmental assessments to permit ecosystem revitalization and conveyance water improvements, identifying and reducing stressors to the Bay-Delta ecosystem, strengthening levees, increasing emergency preparedness, continuing funding for the CALFED ecosystem restoration program, updating Bay-Delta regulatory flow and water quality standards to protect beneficial uses of water and continuing to work with the State Legislature on a comprehensive water bond package to fund Bay-Delta infrastructure projects.

As described in the "State" subsection of Section 4.15.2 (Regulatory Framework) above, fall 2009 Extraordinary Legislative Session SBx7 1 establishes a statutory framework intended to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Sacramento-San Joaquin River Delta ecosystem. The co-equal goals will be achieved in a manner that protects the unique cultural, recreational, natural resource, and agricultural values of the Delta. MWD

supported this legislation, which is seen as a step forward towards restoring the Sacramento-San Joaquin Delta to a condition where SWP exports can return over time to historic or near-historic levels without undue harm to listed aquatic species, even as MWD does all it can to develop reliable regional and local supplies.

Colorado River Aqueduct

The Colorado River was MWD's original source of water after MWD's establishment in 1928. MWD has a legal entitlement to receive water from the Colorado River under a permanent service contract with the Secretary of the Interior. Water from the Colorado River or its tributaries is also available to other users in California, as well as users in the states of Arizona, Colorado, Nevada, New Mexico, Utah, and Wyoming (the "Colorado River Basin States"), resulting in both competition and the need for cooperation among these holders of Colorado River entitlements. In addition, under a 1944 treaty, Mexico has an allotment of 1.5 Maf of Colorado River water annually except in the event of extraordinary drought, or serious accident to the delivery system in the United States, when the water allotted to Mexico would be curtailed. Mexico also can schedule delivery of an additional 200,000 af of Colorado River water per year if water is available in excess of the requirements in the United States and the 1.5 Maf allotted to Mexico.

The Colorado River Aqueduct, which is owned and operated by MWD, transports water from the Colorado River approximately 242 miles to its terminus at Lake Mathews in Riverside County. After deducting for conveyance losses and considering maintenance requirements, up to 1.2 Maf of water a year may be conveyed through the Colorado River Aqueduct to MWD's member agencies, subject to availability of Colorado River water for delivery to MWD as described below. California is apportioned the use of 4.4 Maf of water from the Colorado River each year plus one-half of any surplus that may be available for use collectively in Arizona, California and Nevada. In addition, California has historically been allowed to use Colorado River water apportioned to but not used by Arizona or Nevada when such supplies have been requested for use in California. Under the 1931 priority system that has formed the basis for the distribution of Colorado River water made available to California, MWD holds the fourth priority right to 550,000 afy. This is the last priority within California's basic apportionment of 4.4 Maf. In addition, MWD holds the fifth priority right to 662,000 af of water, which is in excess of California's basic apportionment. Until 2003, MWD had been able to take full advantage of its fifth priority right as a result of the availability of surplus water and apportioned but unused water. However, Arizona and Nevada increased their use of water from the Colorado River, leaving no unused apportionment available for California since 2002. In addition, a severe drought in the Colorado River Basin reduced storage in system reservoirs, such that MWD stopped taking surplus deliveries in 2003 in an effort to mitigate the effects of the drought. Prior to 2003, MWD could divert over 1.2 Maf in any year, but since that time, MWD's net diversions of Colorado River water have been limited to a low of nearly 633,000 af in 2006 and a high of approximately 905,000 af in 2008. Average annual net deliveries for 2003 through 2008 were approximately 762,000 af, with annual volumes dependent primarily on availability of unused higher priority agricultural water and increasing transfers of conserved water. MWD anticipates that its Colorado River Aqueduct deliveries in 2009 will exceed 1 Maf for the first time since 2002, including diversions anticipated from new programs and transactions under the Five-Year Supply Plan.

MWD has taken steps to augment its share of Colorado River water through agreements with other agencies that have rights to use such water. Under a 1988 water conservation agreement (1988 Conservation Agreement) between MWD and the Imperial Irrigation District (IID), IID has constructed and is operating a number of conservation projects that are currently conserving 105,000 afy. In 2008, the conserved water augmented the amount of water available to MWD by 89,000 af and, by separate agreement, to the Coachella Valley Water District (CVWD) by 16,000 af.

In 1992, MWD entered into an agreement with the Central Arizona Water Conservation District (CAWCD) to demonstrate the feasibility of CAWCD storing Colorado River water in central Arizona for the benefit of an entity outside of the state of Arizona. Pursuant to this agreement, CAWCD created 80,909 af of long-term storage credits that may be recovered by CAWCD for MWD.

MWD, the Arizona Water Banking Authority, and CAWCD executed an amended agreement for recovery of these storage credits in December 2007. In 2007 and 2008, 16,804 and 28,442 af were recovered, respectively. MWD anticipates recovery of as much as 30,000 af in 2009, and expects to request the balance of the storage credits in 2010. Water recovered by CAWCD under the terms of the 1992 agreement allows CAWCD to reduce its use of Colorado River water, resulting in Arizona having unused apportionment. The Secretary of the Interior is making this unused apportionment available to MWD under its Colorado River water delivery contract.

MWD and the Palo Verde Irrigation District (PVID) signed the program agreement for a Land Management, Crop Rotation and Water Supply Program in August 2004. This program provides up to 118,000 af of water to be available to MWD in certain years. The term of the program is 35 years. Fallowing of approximately 20,000 acres of land began on January 1, 2005. In 2005, 2006, 2007, and 2008, approximately 108,700, 105,000, 72,300, and 94,300 af of water, respectively, were saved and made available to MWD. The fallowing program is projected to save 129,800 af of water in 2009. In March 2009, MWD and PVID entered into a one-year supplemental fallowing program within PVID that provides for the fallowing of additional acreage, with savings projected to be as much as another 66,800 af. Of that total, about 35,000 af of water is anticipated in 2009, with the balance to be made available in 2010.

In May 2008, MWD provided \$28.7 million to join the CAWCD and the Southern Nevada Water Authority (SNWA) in funding the construction of the Bureau of Reclamation's new 8,000 acre-foot off-stream regulating reservoir near Drop 2 of the All-American Canal in Imperial County. The reservoir was completed in mid-2013. As designed, the Drop 2 Reservoir is expected to save up to 70,000 afy by capturing and storing water that otherwise would not be diverted for irrigation. In return for its funding participation, MWD received 100,000 af of water credits that are stored in Lake Mead, with the ability to deliver up to 34,000 af of water in any one year. In 2013, MWD had 66,000 af of water stored in Lake Mead under this Bureau of Reclamation Drop 2 Reservoir project. Besides the additional water supply, the new reservoir will add to the flexibility of Colorado River operations.

Management of California's Colorado River Water Supply. With Arizona's and Nevada's increasing use of their respective apportionments and the uncertainty of continued Colorado River surpluses, in 1997 the Colorado River Board of California, in consultation with MWD, IID, PVID, CVWD, the Los Angeles Department of Water and Power and the SDCWA, embarked on the development of a plan for

reducing California’s use of Colorado River water to its basic apportionment of 4.4 Maf when use of that basic allotment is necessary (California Plan). In 1999, IID, CVWD, MWD and the State agreed to a set of Key Terms aimed at managing California’s Colorado River supply. These Key Terms were incorporated into the Colorado River Board’s May 2000 California Plan that proposed to optimize the use of the available Colorado River supply through water conservation, transfers from higher priority agricultural users to MWD’s service area and storage programs.

Quantification Settlement Agreement. Many of the core elements of the California Plan are being put into effect under the October 2003 Quantification Settlement Agreement (the “QSA”) executed by CVWD, IID and MWD. The QSA establishes Colorado River water use limits for IID, CVWD and MWD, provides for specific acquisitions of conserved water and water supply arrangements for up to 75 years, and restores the opportunity for MWD to receive any “special surplus water” under the Interim Surplus Guidelines. The QSA also allows MWD to enter into other cooperative Colorado River supply programs. Related agreements modify existing conservation and cooperative water supply agreements consistent with the QSA, and set aside several disputes among California’s Colorado River water agencies.

Specific programs under the QSA include lining portions of the All-American and Coachella Canals, which are projected to conserve 96,000 af annually. As a result, 80,000 af of conserved water is projected to be delivered to SDCWA by exchange with MWD and 16,000 af is projected to be delivered for the benefit of the San Luis Rey Settlement Parties by exchange under a water rights settlement annually. An amendment to the IID-MWD 1988 Conservation Agreement and the associated 1989 Approval Agreement extended the term of the 1988 Conservation Agreement and limited the amount of water used by CVWD to 20,000 af. In 2021, the transfer of water conserved annually by IID to SDCWA is expected to reach 205,000 af. With full implementation of the programs identified in the QSA, at times when California is limited to its basic apportionment of 4.4 million afy, MWD expects to be able to annually divert to its service area approximately 850,000 af of Colorado River water plus any unused agricultural water that may be available. This is further augmented by the PVID program, which provides up to 129,800 af of water per year.

Interim Surplus Guidelines. In January 2001, the Secretary of the Interior adopted guidelines (Interim Surplus Guidelines) for use through 2016 in determining if there is surplus Colorado River water available for use in California, Arizona and Nevada. The purpose of the Interim Surplus Guidelines is to provide a greater degree of predictability with respect to the availability and quantity of surplus water through 2016. The Interim Surplus Guidelines were later extended through 2026. The Interim Surplus Guidelines contain a series of benchmarks for reductions in agricultural use of Colorado River water within California by set dates.

Under the Interim Surplus Guidelines, MWD initially expected to divert up to 1.25 Maf of Colorado River water annually under foreseeable runoff and reservoir storage scenarios from 2004 through 2016. However, an extended drought in the Colorado River Basin reduced these initial expectations. From 2000 to 2004, snow pack and runoff in the Colorado River Basin were well below average. Although runoff was slightly above average in 2005, the runoff in 2006 and 2007 was again below average, making 2000 through 2007 the driest eight-year period on record. Slightly above-average runoff occurred in

water year 2008 and below-average runoff is projected for water year 2009. As of July 13, 2009, storage in Lake Mead was at 42 percent of capacity and Lake Powell was at 67 percent of capacity.

SNWA and MWD entered into an Agreement Relating to Implementation of Interim Colorado River Surplus Guidelines on May 16, 2002, in which SNWA and MWD agreed to the allocation of unused apportionment as provided in the Interim Surplus Guidelines and on the priority of SNWA for interstate banking of water in Arizona. SNWA and MWD entered into a storage and interstate release agreement on October 21, 2004. Under this program, Nevada can request that MWD store unused Nevada apportionment in California. In subsequent years, Nevada may request recovery of this stored water. The stored water provides flexibility to MWD for blending Colorado River water with SWP water and improves near-term water supply reliability. By December 31, 2008, MWD stored 70,000 af of unused Nevada apportionment.

Lower Basin Shortage Guidelines and Coordinated Management Strategies for Lake Powell and Lake Mead. In November 2007, the Bureau of Reclamation issued a Final Environmental Impact Statement (EIS) regarding new federal guidelines concerning the operation of the Colorado River system reservoirs. These new guidelines provide water release criteria from Lake Powell and water storage and water release criteria from Lake Mead during shortage and surplus conditions in the Lower Basin, provide a mechanism for the storage and delivery of conserved system and nonsystem water in Lake Mead, and extend the Interim Surplus Guidelines through 2026. The Secretary of the Interior issued the final guidelines through a Record of Decision signed in December 2007. The Record of Decision and accompanying agreement among the Colorado River Basin States protect reservoir levels by reducing deliveries during drought periods, encourage agencies to develop conservation programs and allow the states to develop and store new water supplies. The Colorado River Basin Project Act of 1968 insulates California from shortages in all but the most extreme hydrologic conditions.

Intentionally Created Surplus Program. MWD and the Bureau of Reclamation executed an agreement on May 26, 2006, for a demonstration program that allowed MWD to leave conserved water in Lake Mead that MWD would otherwise have used in 2006 and 2007. Only “intentionally created surplus” water (water that has been conserved through an extraordinary conservation measure, such as land fallowing) was eligible for storage in Lake Mead under this program. MWD may store additional intentionally created surplus water in Lake Mead under the federal guidelines for operation of the Colorado River system reservoirs described above under the paragraph heading “Lower Basin Shortage Guidelines and Coordinated Management Strategies for Lake Powell and Lake Mead.” The Secretary of the Interior will deliver intentionally created surplus water to MWD in accordance with the terms of a December 13, 2007, Delivery Agreement between the United States and MWD.

Environmental Considerations. Federal and state environmental laws protecting fish species and other wildlife species have the potential to affect Colorado River operations. A number of species that are on either “endangered” or “threatened” lists under the ESAs are present in the area of the Lower Colorado River, including among others, the bonytail chub, razorback sucker, southwestern willow flycatcher, and Yuma clapper rail. To address this issue, a broad-based state/federal/tribal/private regional partnership that includes water, hydroelectric power, and wildlife management agencies in Arizona, California, and Nevada have developed a multispecies conservation program for the main stem of the Lower Colorado River (the Lower Colorado River Multi-Species Conservation Program [MSCP]). The MSCP allows

MWD to obtain federal and state permits for any incidental take of protected species resulting from current and future water and power operations of its Colorado River facilities and to minimize any uncertainty from additional listings of endangered species. The MSCP also covers operations of federal dams and power plants on the river that deliver water and hydroelectric power for use by MWD and other agencies. The MSCP covers twenty-seven species and habitat in the Lower Colorado River from Lake Mead to the Mexican border for a term of 50 years. The total cost of the MSCP to MWD will be about \$88 million (in 2003 dollars), and will range between \$0.8 million and \$4.6 million annually.

The nonprofit conservation organization Grand Canyon Trust filed litigation in December 2007 against the Bureau of Reclamation in the United States District Court for the District of Arizona, alleging that the Bureau of Reclamation's planning for, and operation of, the Glen Canyon Dam (which impounds Lake Powell) does not comply with requirements of the National Environmental Policy Act and the FESA. The Trust claims that the Bureau of Reclamation has failed to implement a reasonable and prudent alternative in the USFWS' 1994 Biological Opinion for Glen Canyon Dam operations to protect endangered humpback chub and razorback sucker. Grand Canyon Trust alleges that the Bureau of Reclamation must develop and implement a water release program with steady high flows in the spring and low steady flows in the summer and fall during low water years. Grand Canyon Trust later named the USFWS as a defendant. MWD, IID and CAWCD have intervened in this case. On May 27, 2009, the court ordered the Bureau of Reclamation to reconsider how the dam flows may harm the endangered fish and develop a new operating plan.

■ Local

Urban Water Management Plan (UWMP)

The Cal Water's UWMP was last updated in 2011. The UWMP is designed to meet the current requirements of the California Urban Water Management Planning Act, but also serves as a master plan for water supply and resources management in Cal Water's service area including the SPA. This plan is intended to help guide policy makers in the County, as well as providing important information to citizens of Los Angeles residing in East Los Angeles. While serving as a valuable resource for information, this UWMP provides the basic policy principles that will guide Cal Water's decision-making process to secure a sustainable water supply for its East Los Angeles service area. The 2010 UWMP was adopted in June 2011 and was submitted to the CDWR prior to July 30, 2011.

Cal Water projects water demands based on historical trends in billing data, projections of water conservation, and baseline population information from the 2000 U.S. Census Block data and compared with projections of demographics provided by the Southern California Association of Governments (SCAG). While population is a primary driver of how much water is used, trends in development within an area also impacts water demand. Since 1990, housing density in the County has increased. This trend is expected to continue with the expected growth in the County's multifamily residential housing.

4.15.3 Impact Analysis and Mitigation Measures

■ Methodology

The analysis in this section focuses on the nature and magnitude of the change in levels of water use as a result of implementation of the Plan. The primary resources used for this analysis include the following technical documents: Cal Water's 2010 UWMP and MWD's Integrated Water Resource Management Plan and 2010 Regional UWMP, supporting documents, and information from Los Angeles County staff and website sources. According to Cal Water's 2010 UWMP water demand of the various land uses and proposed land use changes within Cal Water's service area, water use demand factors were formulated based on five main categories: (1) single-family residential; (2) multifamily residential; (3) commercial; (4) industrial, and (5) institutional. Current and future consumption rates were calculated based on these five categories. As required by the Water Conservation Act of 2009 per capita target water use was derived through one of CDWR's 2010 UWMP methodologies. The demand generated by the proposed Plan is then compared to water supplies available to Cal Water to assess the impact of implementation of proposed Plan on the water supply.

To determine impacts on water supply resulting from implementation of the proposed Plan, this section includes a comparison of the projected increase in water demand over the 20-year horizon of the Plan to future available supplies. It also includes an analysis of whether any infrastructure improvements would be necessary to provide water service to the project area over the life of the proposed Plan. The Specific Plan contains capacities for population, housing, and nonresidential uses for purposes of this analysis and consistency with Cal Water's 2010 UWMP; the Plan's impacts on water supply are also based on the projections for these same capacities.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on utilities/service systems if it would do either of the following:

- Create water system capacity deficiencies problems, or result in the construction of new water facilities or expansion of existing facilities including potable water treatment, the construction of which could cause significant environmental effects
- Create insufficient or unreliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands generated from surrounding land uses within an existing service area

■ Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to utilities/service systems.

■ Project Impacts and Mitigation

Threshold	Would the project create water system capacity deficiencies, or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
-----------	--

Impact 4.15-1 **Implementation of the Specific Plan would not create water system capacity deficiencies or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This impact would be *less than significant*.**

According to the Cal Water 2010 UWMP water demand within its East Los Angeles service area, which includes the SPA (based on normal weather conditions) for 2010 was 16,583 af not including unaccounted for system losses. Table 4.15-1 (Existing [2010] Water Demand in the Specific Plan Area) presents these data for 2010 water demand without conservation measures within Cal Water’s East Los Angeles District, which includes the SPA. Actual water demand in 2010 with losses was 17,007 af. Cal Water projects that water demand within its East Los Angeles service area (again, based on normal weather conditions) would be 17,970 af in 2025 and by 2035 demand is expected to increase by to 18,162 af with passive levels of conservation measures.¹¹

<i>Water Use Sectors</i>	<i># of exiting accounts</i>	<i>mgd</i>	<i>afy</i>
Single-family	20,257	6.96	7,794
Multifamily	135	0.33	368
Commercial	5,073	4.60	5,153
Industrial	112	1.18	1,326
Institutional/government	361	1.35	1,517
Landscape	—		—
Recycled	—		—
Other	15	0.38	424
Total	25,953	14.80	16,583

SOURCE: California Water Service Company, 2010 Urban Water Management Plan (June 2011).

The SPA is located in the urban core of the Los Angeles basin that is developed with residential and commercial uses. The proposed Plan could result in the redevelopment of existing land uses or the development of underutilized, undeveloped/vacant land within the SPA. Redevelopment under this proposed Plan is expected to increase the demand for potable water.

¹¹ Recycled water is not included in these service area demand estimates because Cal Water does not currently provide recycled water (no recycled water customers). It is unclear if Cal Water has any prospective recycled water customers to take actual deliveries of recycled water over the next 25 years.

Table 4.15-2 (Water Demand in East Los Angeles District without Proposed Plan Build-Out) shows the water demand without the proposed Plan. Baseline water demand is calculated to be 4.46 mgd (4,992 afy) under the 2010 population and employment levels, and is projected to increase with the full reasonably expected capacity of the proposed Plan. Cal Water has indicated that the SPA contains water mains of various sizes and capacities and Cal Water could not provide information for every water main within the SPA. Cal Water would likely provide information on a project-by-project basis. Implementation of individual projects pursuant to the proposed Plan may require upsizing existing water lines where proposed demand exceeds available water flow and adding fire hydrants as necessary to provide proposed building fire protection per current Codes and Regulations (Fusco Engineering 2009). Cal Water will likely need to perform an overall water system analysis (from the water source[s]) with the Specific Plan parameters to confirm that their existing facilities can support the scope of the new development. However, based on pipe size capacity alone it appears the existing water mains could support the proposed build-out should adequate water be available from the source. With some [water] lines estimated to be at least 50 years old, new water mains and/or upsizing existing lines will likely be necessary regardless of proposed demand [associated with the proposed Plan] (Fusco Engineering 2009).

Table 4.15-2 Water Demand in East Los Angeles District without Proposed Plan Build-Out

	Existing Conditions in Plan (Calculated)	2010 Calculated Water Demand Generation Rates	Existing Water Demand ^a	
			mgd	afy
Population	32,107	127 gpcd	4.08	4,567
Employment	4,515	84 GED	0.38	425
Total			4.46	4,992

SOURCE: County of Los Angeles (2013); California Water Service Company, 2010 Urban Water Management Plan (June 2011).
gpcd = gallons per capita per day; GED = gallons per employee per day

a. Per 2010 UWMP, Cal Water did not calculate a daily water demand per employee (it was an aggregated projection for the water use sector); water demand factor is 20 percent less than baseline projected factor of 76 gpd per employee. This appears to be reasonable as SFPUC uses as low as 18 GED and as much as 96 GED.

Water provided to the SPA that requires treatment at the Los Angeles Aqueduct Filtration Plant (LAAFP) is currently calculated to be 4.46 mgd¹² and accounts for about a third of the treated water for Cal Water’s East Los Angeles District. As shown in Table 4.15-3 (Projected 2030 Water Demand for the Proposed Plan), projected water demand for the proposed plan in 2030 with implementation of the proposed plan would be 7.25 mgd (8,119 afy).¹³ Table 4.15-4 (Water Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections) shows the existing demand based on 2010 conditions, the projected population and employment in 2030, and the resulting water demand in 2030. This increase in demand is due to both the projected increase in population from 2010 to 2030 associated

¹² 2010 UWMP, Cal Water 20x2020 gpcd water demand target. Cal Water 20x2020 gpcd did not calculate a daily water demand per employee (it was an aggregated projection for the water use sector); water demand factor is 20 percent less than baseline projected factor of 61 gpd per employee. This appears to be reasonable as SFPUC uses as low as 18 gallons per employee per day (GED) and as much as 96 GED.

¹³ These water consumption estimates are based on historic water use rates that are anticipated to reduce with increased water conservation as well as recycling.

with the increase in dwelling units and an overall increase in employment through implementation of the proposed Plan. The estimated water demand would increase by 2.16 mgd, which would increase the current usage of the water treatment facilities that currently serve the plan. However, with 125 mgd of remaining treatment capability, LAAFP has ample capacity to provide Cal Water with its projected water needs within its East Los Angeles District including the SPA. It should be noted that ongoing conservation measures to meet the 20x2020 water conservation objectives implemented throughout the MWD service area will continue to drive down daily demand even though overall demand is projected to increase over the next 20 years.

	Build-Out Conditions in Plan (Calculated)	2030 Calculated Water Demand Generation Rates	Water Demand ^a	
			mgd	afy
Population	54,271	115 gpcd	6.24	6,991
Employment	16,575	61 GED ^a	1.01	1,128
Total			7.25	8,119.8

SOURCE: County of Los Angeles (2013); California Water Service Company, 2010 Urban Water Management Plan (June 2011).
gpcd = gallons per capita per day; GED = gallons per employee per day

a. Per 2010 UWMP, Cal Water did not calculate a daily water demand per employee (it was an aggregated projection for the water use sector), water demand factor is 20 percent less than baseline projected factor of 61 gpd per employee. This appears to be reasonable as SFUC uses as low as 18 GED and as much as 96 GED.

	Water Demand for Existing SPA Capacity			Maximum Build-Out Capacity			Net Changes		
	Population and Employment (2010)	mgd	afy	Population and Employment (2030)	mgd	afy	Population and Employment	Water Use	
								mgd	afy
Population	32,107	4.08	4,567	54,271	6.24	6,991	22,164	2.16	2,424
Employment	4,515	0.38	425	16,575	1.01	1,128	12,060	0.63	703
Total		4.46	4,992		7.25	8,119.8	22,164	2.16	2,424

SOURCES: Table 4.15-2 (Water Demand at Proposed Plan Build-Out) and Table 4.15-3 (Projected 2030 Water Demand for the Proposed Plan).

Further, for comparison purposes, after 2020 and assuming full build-out in 2035, based on population and employment projections, water demand within the SPA with aggressive and passive conservation measures¹⁴ combined is projected to be 8,119 af (Cal Water 2011). By comparison, without implementation of water conservation measures, demand at build-out in 2030 within the SPA would be 9,280 afy, as shown in Table 4.15-5 (Water Demand Comparison in SPA, 2030 Projections with and without Water Conservation). Therefore, within the SPA, this is considered a water savings of 1,160 afy and would be anticipated based on Cal Water's implementation of its water conservation programs to meet its 20x2020 conservation targets.

¹⁴ Implementing state/local indoor/outdoor plumbing codes, installing code compliant lavatory fixture and modern cooling towers, along leak repairs

Table 4.15-5 Water Demand Comparison in SPA, 2030 Projections with and without Water Conservation

Proposed Plan Reasonably Expected Capacity without Water Conservation				Proposed Plan Reasonably Expected Capacity with Water Conservation			Net Changes Water Use	
	Population and Employment (2030)	mgd	afy	Population and Employment (2030)	MGD	afy	mgd	afy
Population	54,271	6.89	7,720	54,271	6.24	6,991	0.65	729
Employment	16,575	1.39	1,560	16,575	1.01	1,128	0.38	432
Total		8.28	9,280		7.25	8,119.80	1.03	1,160

SOURCES: Derived from California Water Service Company, 2010 Urban Water Management Plan (June 2011), using gpcd water demand with projected SPA population and employment values and compared to Table 4.14-3 (Projected 2030 Water Demand for the Proposed Plan).

Specific projects implemented as a result of implementation of the proposed Plan would be required to meet applicable Los Angeles County Department of Building and Safety and Los Angeles County Fire Department (LACFD) requirements for on-site needs of domestic and private fire flow and off-site needs for public fire flow. Any water system upgrades that are necessary for a specific project would be specified by the County during project-level review and would be implemented at the developer’s expense. Individual project sponsors would be responsible for payment of development fees to support infrastructure upgrades.

Additionally, any development resulting from the proposed Plan and implementing ordinances would be required to provide Cal Water and LACFD required upgrades to the water distribution systems serving the proposed plan. As with the code requirements for fire access, fire flows, number of hydrants, and fire suppression measures, these upgrades would be addressed for new development occurring under the proposed plan in conjunction with individual project approvals and in accordance with Specific Plan and existing General Plan policies. As stated previously, the majority of existing major water supply facilities in the plan is considered to be adequately sized for the anticipated growth. However, the upgrading and/or expansion of existing local distribution systems may be needed at certain locations within the proposed Plan on a project-by-project basis.

As presented above, according to Fuscoe Engineering’s assessment, Cal Water will likely need to perform a series of water system analyses as redevelopment projects associated with the proposed Plan are brought forth. This would include Specific Plan parameters to confirm that Cal Water’s their existing facilities can support the scope of each new development component. Given the information currently available, Fuscoe Engineering determined, based on pipe size capacity alone it appears the existing water mains within the current water distribution system could support the proposed build-out of the proposed Plan. Regardless of the redevelopment associated with proposed Plan, some [water] lines could be at least 50 years old, and new water mains and/or upsizing existing lines will likely be necessary. Therefore, based on the availability of sufficient remaining capacity at LAAFP of 125 mgd to handle the projected water needs and included policies of the proposed Plan, implementation of the proposed Plan would have a *less-than-significant* impact on water facilities including treatment facilities, and no mitigation is required.

Threshold	Would the project have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?
-----------	---

Impact 4.15-2 **Implementation of the Specific Plan would require or result in the need for new or expanded water supply entitlements and resources when considering existing and projected water demands from other land uses within MWD’s service area. This is considered a potentially significant impact. Because no feasible mitigation is available to reduce this impact to a less-than-significant level, this would remain *significant and unavoidable*.**

The proposed Plan could result in the redevelopment of existing land uses or the development of underutilized, undeveloped/vacant land within the SPA. Additionally, reasonably anticipated development would result, as shown in Table 4.11-2 (Summary of Potential Dwelling Units and Population in the Specific Plan Area) in Section 4.11 (Population/Housing), in an increase of residents in the SPA, through new redevelopment of low- and medium-density residential uses and nonresidential (employment) uses through 2030. As shown in Table 4.15-3, water demand is calculated to be 7.25 mgd or 8,119 afy.

As shown in Table 4.15-3, projected water demand for the SPA in 2030 under reasonably expected development levels would be approximately 7.25.¹⁵ The forecasted 2030 water demand with implementation of the proposed Plan would increase by 2.16 mgd (Table 4.15-4) over existing conditions. Demand within Cal Water’s East Los Angeles District in 2010 was 14.80 mgd, and is anticipated to increase to 16.14 mgd by 2030, which is consistent with the new change in demand within the SPA between 2010 and 2030. Upon implementation of the proposed Plan, water demand by 2030 would represent less than 1 percent of the total demand in the MWD’s service area in 2030. Implementation of the proposed Plan incrementally contributes to overall demand within MWD’s service area, which is projected to grow proportionally as population and employment increases over the long-term planning horizon.

Future development occurring in the SPA would be subject to provisions of Cal Water’s water conservation best management practices presented in its 2010 UWMP. Ongoing basin conservation efforts and MWD policies designed to reduce water usage would help reduce potential impacts to water supplies. While the increased demand for water as a result of implementation of the proposed Plan is minimal compared to basinwide water demand, the proposed Plan could have a potentially significant impact on existing entitlements and water resources. The program level environmental clearance for the proposed Plan does not eliminate future environmental review for any specific development projects. Future development requiring discretionary action will be evaluated under project-level environmental clearance. With compliance with existing regulations, impacts would be reduced, but not necessarily to less than significant. Therefore this impact would be considered *significant and unavoidable*.

¹⁵ These water consumption estimates are based on historic water use rates that are anticipated to reduce with increased water conservation as well as recycling.

4.15.4 Cumulative Impacts

The geographic context for a cumulative analysis of water supply and treatment impacts is the service areas of the MWD and its member agencies.

To accommodate the increased demand for water resulting from increased development, water treatment facilities have been periodically expanded. The FEWIP has rated treatment capacity of 520 mgd per day and based on current information treats up to 420 mgd with a remaining capacity of about 100 mgd per day. If necessary, MWD can add another water treatment basin within its existing FEWIP facility and has recently added ozone treatment to meet increasing water quality regulations. MWD's treatment plants have a combined treatment capacity of up to 2.1 billion gallons of water a day and remaining capacity can easily accommodate water treatment demand anticipated at build-out of the proposed Plan, which includes present and future development in the MWD service area. As implementation of the proposed Plan would be within the overall growth projected for the County of Los Angeles, the proposed Plan, in combination with future development in the MWD service area, would have a *less- than-significant* cumulative impact on water treatment.

Historical climate conditions identify short- and long-term droughts in California and throughout the southwestern United States. Ongoing statewide developments, environmental restrictions in the Bay-Delta system, population growth and substantial rainfall shortages in multiple years have led to a recognized drought conditions. In mid-January 2014, the governor declared a statewide drought. Currently, SWP deliveries are estimated to be less than 5 percent for 2014. All present and future development is required to meet water conservation goals including a 20 percent reduction in per capita demand statewide by 2020. While ongoing conservation efforts are designed to reduce water usage would help reduce potential impacts to water supplies, the proposed Plan would make a cumulatively considerable contribution to the State's water shortage, and the proposed Plan's cumulative impact would be *significant and unavoidable* with regard to water resources.

4.15.5 References

- Bay-Delta Blog. 2011. Opportunity to Enhance Delta Smelt Science Scrapped by Wanger Compromise, September 13. <http://baydelta.wordpress.com/2011/09/13/opportunity-to-enhance-delta-smelt-science-scrapped-by-wanger-compromise-part-1/> (accessed December 2, 2011).
- California Department of Water Resources (CDWR). 2008. *Coastal Plain of Los Angeles Groundwater Basin*. Bulletin 118.
- . 2011. *Initial Water Delivery Estimate for 2012*, November 18.
- . 2012. *Final Delivery Reliability Report 2011*, June.
- California Water Service Company (Cal Water). 2011. *2010 Urban Water Management Plan*, June.
- Fuscoe Engineering. 2009. *Preliminary Water System Analysis, 3rd Street Corridor Specific Plan, East Los Angeles, California*, August 26.
- Metropolitan Water District of Southern California (MWD). 2005. *Regional Urban Water Management Plan*, 2005.

- . 2010a. *Integrated Water Resources Plan 2010 Update*. Report No. 1373, October.
- . 2010b. *Regional Urban Water Management Plan*, November.
- . 2011. *Integrated Water Resources Plan (IRP). Adaptive Approach Is Focus of Long-Term Water Plan Updated by Metropolitan Board*, November 29.
<http://www.mwdh2o.com/mwdh2o/pages/yourwater/irp/> (accessed December 18, 2013).

Wastewater

This section of the Draft EIR describes wastewater demand and treatment within the SPA and analyzes the potential physical environmental effects related to wastewater demand impacts that could be created by construction of new structures, or additional facilities associated with implementation of the proposed Plan.

Data for this section were taken from a variety of sources, including the Los Angeles County Sanitation Districts (LACSD) Sewer System Management Plan (SSMP) and the Los Angeles Department of Public Works Bureau of Sanitation (LABS). Full reference-list entries for all cited materials are provided in Section 4.14.10 (References).

4.15.6 Environmental Setting

■ Wastewater System Facilities and Treatment Plant

The LACSD are a partnership of twenty-three independent special districts that serve the wastewater and solid waste management needs of approximately 5.5 million people in Los Angeles County. The LACSD's service area covers approximately 824 square miles and encompasses seventy-eight cities and unincorporated territory within Los Angeles County. There are approximately 9,500 miles of sewers within the LACSD's service area that are owned and operated by the cities and Los Angeles County that are tributary to the LACSD's wastewater collection system. The LACSD owns, operates, and maintains approximately 1,400 miles of sewers, ranging from 8 to 144 inches in diameter, that convey approximately 500 million gallons per day of wastewater to eleven wastewater treatment plants. Included in the wastewater collection system are forty-nine active pumping plants located throughout Los Angeles County. The LACSD's service area includes wastewater collection systems located within the Santa Clarita Valley, and the Antelope Valley (LACSD n.d.). Specifically, District 2 of LACSD provides sewer conveyance infrastructure and wastewater treatment services for the SPA. LACSD also owns and operates the Joint Water Pollution Control Plan in Carson, California.

4.15.7 Regulatory Framework

■ Federal

National Pollution Discharge Elimination System Permits

The NPDES permit system was established in the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse

runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

■ State

Operations of wastewater treatment plants are subject to regulations set forth by the California Department of Health Services and the California State Water Resources Control Board (SWRCB).

Sewer System Management Plan

The LACSD’s legal authority to operate, maintain, and manage its sewer system is derived from the County Sanitation District Act, California Health and Safety Code Sections 4700 through 4859, and exercises authority conferred by law that includes, but is not limited to, Health and Safety Code Sections 5400 through 5474 and California Government Code Sections 54725 through 54740. The LACSD have organized much of their authority into the LACSD Wastewater Ordinance (Wastewater Ordinance) (LACSD 1998). The most recently amended version of this document was completed on July 1, 1998. Table 4.15-6 (LACSD’s Sewerage System Legal Authority) provides the source of the LACSD’s authority for each of the items required in Section D.13(iii) of the Order.

Prevent illicit discharges into its sanitary sewer system (examples may include I/I, storm water, chemical dumping, unauthorized debris and cut roots, etc.).	Wastewater Ordinance §§305 and 406
Require that sewers and connections be properly designed and constructed.	Wastewater Ordinance §§302, 303, and 308; California Health and Safety Code §4762.1
Ensure access for maintenance, inspection, or repairs for portions of the lateral owned or maintained by the LACSD.	Wastewater Ordinance §§301, 302, 303, and 308; California Health and Safety Code §4762.1
Limit the discharge of fats, oils, and grease and other debris that may cause blockages.	Wastewater Ordinance §§304 and 406
Enforce any violation of its sewer ordinances.	California Government Codes §§54739 and 54740; California Health and

■ Regional

Los Angeles Regional Water Quality Control Board

The Los Angeles Regional Water Quality Control Board (RWQCB) enforces Code of Federal Regulations Part 40, Section 122.41(m), which prohibits the bypassing of treatment facilities and sanitary sewer overflows. In addition to the Code of Federal Regulations, the sewer conveyance system is subject to regulation by the South Coast Air Quality Management District (SCAQMD), which responds to complaints regarding nuisance odors.

The 10-year LA Sewers Program also regulates maintenance and construction project schedules and is currently managing approximately 150 sewer infrastructure improvement projects. The 10-year LA Sewers Program was put into place in order to carry out the mandates of the Collection System

Settlement Agreement (CSSA), which has a compliance term of 10 years. The CSSA is a settlement agreement that was reached in 2004 to resolve a lawsuit brought against the City of Los Angeles by the Santa Monica Baykeeper and other community organizations after a number of sanitary sewer overflows occurred in the City of Los Angeles in February 1998 (LABS 2010).

4.15.8 Impact Analysis and Mitigation Measures

■ Methodology

In preparing this Draft EIR, projected wastewater generation was calculated using the generation factors provided by the City of Los Angeles CEQA Thresholds Guide (in the absence of generation factors for the County) and the land use data under existing conditions and proposed Plan. The wastewater generated by the proposed Plan was compared to LACSD treatment capacity to assess the impact of the proposed Plan on wastewater conveyance and treatment.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on wastewater if it would do any of the following:

- Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards
- Create wastewater system capacity deficiencies, or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects
- Create drainage system capacity problems, or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments

■ Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to utilities/service systems.

■ Project Impacts and Mitigation

Threshold	Would the project exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?
-----------	---

■ Less Than Significant Impacts

Impact 4.15-3 Implementation of the Specific Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. This impact would be *less than significant*.

The proposed Plan would allow for changes of specific land use designations and zoning, with intensification of residential and commercial uses in the SPA. In all cases, existing uses within the SPA would be allowed to remain. As shown in Table 4.15-7 (Wastewater Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections) additional development throughout the SPA accommodated under the proposed Plan, such as infill and redevelopment, would increase wastewater treatment demand above existing conditions. The proposed Plan would add up to 5,419 residential units and 4,920,244 sf of commercial uses.) Table 4.15-7 presents the estimated population and employment values in 2010 with associated wastewater generation volumes. The table then shows the estimated wastewater generation volumes from implementation of the proposed Plan. The anticipated net change in wastewater generation is estimated to be 2.51 mgd.

Wastewater Demand for Existing SPA (2010)		Wastewater Demand Proposed Plan Reasonably Expected Capacity (2030)		Net Change in Wastewater Generation		
	Population and Employment	mgd ^a	Population and Employment	Wastewater Generation	Population and Employment	Wastewater Generation mgd
Population	32,107	3.67	54,271	5.62	22,164	1.95
Employment	4,515	0.34	16,575	0.91	12,060	0.57
Total		4.01		6.52		2.51

SOURCE: Table 4.15-4 (Water Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections)

a. Assumes 90% of M&I potable water supply is returned as wastewater for treatment.

New development under the proposed Plan would comply with all provisions of the NPDES program, as enforced by the RWQCB. Therefore, implementation of the proposed Plan would not result in an exceedance of wastewater treatment requirements. All future projects under the proposed Plan would be required to comply with all applicable wastewater discharge requirements issued by the SWRCB and RWQCB.

Existing LACSD requirements within its required functions address wastewater issues by monitoring generation and flow quantities, treating wastewater to the standards set by law and regulatory agencies, and expanding the system’s capacity to accommodate growth and development. These requirements would apply to existing and future development in the proposed plan area. Further, future development

under the proposed plan would be required to adhere to federal, state, regional, and those local regulations as shown in Table 4.15-6. This impact would be *less than significant*, and no mitigation measures are required.

Threshold	Would the project create wastewater system capacity deficiencies -, or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
-----------	--

Impact 4.15-4 Implementation of the Specific Plan would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This impact would be *less than significant*.

The SPA is located in the urban core of the Los Angeles base that is predominantly developed with residential uses and commercial uses. The proposed Plan could result in the redevelopment of existing land uses or the development of underutilized, undeveloped/vacant land within the proposed plan area. Additionally, the proposed Plan would accommodate a forecasted increase in population from approximately 32,107 (2010) to 54,271 (2030) and an increase in employment from approximately 4,515 jobs up to 16,237 jobs by 2030. The anticipated increases in population and employment are expected to increase wastewater generation in the SPA. Table 4.15-7 shows the volume of wastewater generation from 2010, the projected wastewater generation in 2030 and net change in wastewater generation. The Joint Water Pollution Control Plant (JWPCP) in Carson is the wastewater treatment plant that serves the SPA. The JWPCP has a permitted capacity of 400 mgd and was appropriately sized to treat average dry weather flows (ADWF) of up to 280 mgd; as such, the JWPCP in concert with other wastewater treatment facilities would assist with wastewater treatment necessary to accommodate growth within build-out of the Los Angeles County General Plan. The Los Angeles Regional Water Quality Control Board (LARWQCB) enforces wastewater treatment and discharge requirements for properties. The SPA is not served by a private on-site wastewater treatment system, but instead conveys wastewater via municipal sewage infrastructure to the Joint Water Pollution Control Plant. Wastewater treatment plants in Los Angeles County are subject to the state’s wastewater treatment requirements. The JWPCP would, therefore, continue to treat wastewater generated within the SPA according to the wastewater treatment requirements by the LARWQCB.

The City of Los Angeles Bureau of Sanitation (LABS) provides wastewater generation rates based on land use (City of Los Angeles 2006) and, as described in the project description, residential dwelling units and commercial facilities would be constructed as infill or redevelopment projects. These proposed land use changes have prescribed wastewater generation factors. By 2030, the proposed Plan would result in increases in population within the SPA; the existing population within the SPA is 32,107 persons (2010); the proposed Plan would accommodate up to 54,271 persons and 16,237 jobs associated with a significant increase in commercial and industrial square footage of 4,920,244 sf added to the existing 6,762,422 sf.

Pursuant to the Water Conservation Act of 2009, as explained in the previous water supply section, water demand per person and per employee is expected to decrease as passive and aggressive water conservation efforts and water saving efficiencies takes effect over the next 10 to 20 years. As a result per

capita demand for wastewater treatment is expected to decrease accordingly. For conservative planning purposes, this analysis assumes up to 90 percent of domestic water use becomes wastewater in need of treatment. This is because in highly urbanized areas, potable water is not consumed in great quantities and the majority flows into the wastewater systems. Table 4.15-8 (Forecasted 2030 Wastewater Generation in the Specific Plan Area) shows the wastewater generation of up to 6.52 mgd anticipated by the reasonably expected capacity of the proposed Plan in 2030.

	<i>Plan Capacity</i>	<i>Calculated Potable Water Demand (mgd)</i>	<i>Wastewater Generation (mgd)^a</i>
Population	54,271	6.24	5.62
Employment	16,575	1.01	0.91
Total		7.25	6.52

SOURCE: Table 4.15-4 (Water Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections).
a. Assumes 90% of M&I potable water supply is returned as wastewater for treatment.

As shown Table 4.15-9 (Wastewater Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections), wastewater generation is a function of potable water demand. As stated above, this analysis assumes 90 percent of potable water is sent into the sewer system for wastewater treatment. Over the planning horizon, even with anticipated growth in the proposed Plan average annual wastewater generation is only expected to grow by 2.51 mgd in 2030. As stated above, the SPA is served by the JWPCP. Currently, the Joint JWPCP has the capacity to provide tertiary treatment for an ADWF of 280 mgd and permitted capacity of 400 mgd. The sewershed includes the SPA; as such, assuming a remaining treatment capacity of approximately 120 mgd, the JWPCP could continue to accommodate the existing and projected wastewater flows of 2.51 mgd generated within the SPA. Therefore, reasonably expected development in the SPA would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities and impacts would be *less than significant*, and no mitigation measures are required.

<i>Wastewater Demand for Existing SPA (2010)</i>			<i>Wastewater Demand Proposed Plan Reasonably Expected Capacity (2030)</i>		<i>Net Changes</i>	
	<i>Population and Employment</i>	<i>mgd^a</i>	<i>Population and Employment</i>	<i>Wastewater Generation</i>	<i>Population and Employment</i>	<i>Wastewater Generation mgd</i>
Population	32,107	3.67	54,271	5.62	22,164	1.95
Employment	4,515	0.34	16,575	0.91	12,060	0.57
Total		4.01		6.52		2.51

SOURCE: Table 4.15-4 (Water Demand Comparison in the Specific Plan Area, Existing [2010] Conditions and 2030 Projections).
a. Assumes 90% of M&I potable water supply is returned as wastewater for treatment.

The SPA is well-served by existing sewer infrastructure, and future developments resulting from the proposed Plan would primarily be infill and redevelopment projects, rather than expansions into areas

not already connected to the LACSD sewer conveyance system. Any development resulting from the proposed Plan would be required to pay development fees to support as-needed upgrades to the wastewater collection systems serving the SPA. As with the code requirements, these upgrades would be addressed for new development proposed under the proposed Plan in conjunction with individual project approvals.

It is anticipated that water conservation will lead to reductions in the amount of wastewater generated. Due to aging infrastructure, replacement of sewer lines in the area can reasonably be expected with or without the proposed Plan. As noted, payment of development fees would fund any future needed infrastructure improvements. Therefore, the proposed Plan would not cause a significantly measureable increase (2.51 mgd) in wastewater flows that would exceed existing infrastructure capacity or require the construction of new wastewater treatment facilities or expansion of existing wastewater treatment facilities, which would not be expected to have significant environmental impacts. This impact would be *less than significant*.

Threshold	Would the project create drainage system capacity problems, or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
-----------	---

Impact 4.15-5 **Implementation of the Specific Plan would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This impact would be *less than significant*.**

The SPA is nearly built out with impervious surfaces throughout the SPA. In fact, vacant parcels are paved with asphalt or covered with some other impervious material i.e. concrete. Although the Specific Plan would facilitate infill development, this would not result in substantial changes in land use cover that would, in turn, generate substantial increases in runoff. It is expected that implementation of the Specific Plan would likely result in a reduction in the amount of runoff because it would incorporate on-site features such as pervious open spaces and new landscaping to increase the attractiveness of the corridor, which would help reduce runoff volumes. However, this would be confirmed through implementation of County requirements for hydrologic and hydraulic evaluation, as noted in Impact 4.8-3. In addition, as evaluated by Fuscoe Engineering in 2009, there is adequate capacity in the storm drain system, indicating project flows would be accommodated without increasing the risk for on- or off-site flooding (Fuscoe Engineering 2009b). This impact would be *less than significant*, and no mitigation is required.

Threshold	Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
-----------	---

Impact 4.15-6 **Implementation of the Specific Plan would not result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. This impact would be *less than significant*.**

Any development resulting from the SPA would be required to provide LACSD-required upgrades to the wastewater distribution systems serving the SPA. As with the code requirements, these upgrades would be addressed for new development proposed under the SPA and implementing ordinances in conjunction with individual project approvals. The SPA are well served by existing sewer infrastructure and any developments resulting from the SPA and implementing ordinances would primarily be infill and redevelopment projects, rather than expansions into areas not already connected to the city's sewer conveyance system.

As stated above, the SPA is served by the JWPCP. The projected ADWF from the SPA at build-out is 6.52 mgd. The JWPCP is currently treating up to 280 mgd with a permitted rating of 400 mgd and could accommodate an increase of 2.51 from existing conditions within East Los Angeles to buildout of the proposed Plan. Therefore, implementation of the proposed Plan would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, and this impact would be *less than significant*.

4.15.9 Cumulative Impacts

The geographic context for this cumulative analysis is the service area served by the JWPCP. Past development in the this geographic context has not exceeded wastewater treatment requirements of the RWQCB, as all development in this geographic area is required to comply with these RWQCB regulations. Future development, including development under the proposed Plan, would similarly be required to comply with waste discharge requirements and all provisions of the NPDES program, as enforced by the RWQCB. Implementation of the proposed Plan would not result in an exceedance of wastewater treatment requirements. Therefore, the proposed Plan's cumulative impact would be *less than significant*.

Past development in the unincorporated County areas could have also resulted in localized exceedance of sewer capacity or incrementally exceed the scheduled capacity of any one wastewater treatment plant. Past development has also required expansion of the wastewater treatment plants that serve the unincorporated County areas. Construction of wastewater treatment plants or plant expansion likely resulted in environmental effects; however, these effects have not led to cumulatively considerable environmental effects.

The LACSD has planned treatment plant capacity based on County General Plan build-out, which includes present and future development occurring in the thirty-five Community Plan areas in the unincorporated County areas, including the 3rd Street East Los Angeles SPA. The LACSD has

determined that future cumulative development countywide as allowed under the County General Plan would not result in the need for expansion of or construction of wastewater treatment plants. Therefore, implementation of the proposed Plan and its implementing ordinances in combination with other future development that would be served by JWPCP, and based on the analysis herein, the proposed Plan's cumulative impact would be *less than significant*.

4.15.10 References

Los Angeles, City of. 2006. *L.A. CEQA Thresholds Guide*. Exhibit M.2-12 (Sewage Generation Factors).

Los Angeles County Sanitation Districts (LACSD). 1998. *Sanitation Districts of Los Angeles County Wastewater Ordinance*, April 1, 1972, as amended July 1, 1998.

http://www.lacsd.org/wastewater/industrial_waste/iwordinances/wastewater_ordinance.asp
(accessed December 18, 2013).

———. 2009. *Sewer System Management Plan*, May 2.

———. n.d. Wastewater Collection Systems. <http://www.lacsd.org/wastewater/wwfacilities/wcs.asp>
(accessed December 18, 2013).

Los Angeles Department of Public Works, Bureaus of Sanitation, Engineering, Contract Administration (LABS). 2010. *Collection System Settlement Agreement, Sixth Annual Report, Fiscal Year 2009/10*, August 31.

Solid Waste

This section of the Draft EIR describes solid waste generation and disposal within the SPA and analyzes the potential physical environmental effects related to solid waste impacts created by construction of new or additional facilities associated with implementation of the proposed East Los Angeles 3rd Street Specific Plan (Specific Plan or proposed Plan). Solid waste is defined as refuse requiring collection, recycling, or disposal into a landfill.

Data for this section were taken from a variety of sources, including the Los Angeles County Department of Public Works and the Department of Resources Recycling and Recovery (CalRecycle). All references and sources cited in this section are provided at the end in Section 4.1.5 (References).

4.15.11 Environmental Setting

Within the County of Los Angeles, solid waste management, including collection and disposal services and landfill operation, is administered by various public agencies and private companies. Public Works currently manages two types of solid waste collection systems for single-family residences: residential franchise systems and garbage disposal districts (GDDs). In a residential franchise system, an agreement is awarded to an exclusive waste hauler to provide trash collection and recycling services to all single-family residences and duplexes within specific unincorporated communities. In a GDD, a contract is awarded to a waste hauler to provide trash collection and recycling services to all residential and commercial properties in designated unincorporated communities that have been recognized as GDDs. Unincorporated areas that are not franchised or established as a GDD currently operate through an open market system for trash collection services (LACDPW n.d.e). The East Los Angeles area is currently

served by the Belvedere GDD (LACDPW n.d.f). As of July 1, 2012, all unincorporated county residents and businesses that utilize dumpster and/or roll-off trash collection services, such as commercial and multifamily properties, now receive collection and recycling services through a non-exclusive franchise system, where qualified waste haulers are awarded franchise agreements by the County of Los Angeles Board of Supervisors (LACDPW n.d.d).

Waste disposal sites, or landfills, are operated by both the City and the County of Los Angeles, as well as by private companies. In addition, transfer stations are utilized to temporarily store debris until larger hauling trucks are available to transport the materials directly to the landfills. Landfill availability is limited by several factors, including (1) restrictions to accepting waste generated only within a landfills' particular jurisdiction and/or watershed boundary, (2) tonnage permit limitations, (3) types of waste, and (4) operational constraints.

■ Landfills

East Los Angeles, as an unincorporated area in Los Angeles County, is serviced by the Sunshine Canyon City/County Landfill and Chiquita Canyon Landfill. However, the majority of the solid waste generated in Unincorporated Los Angeles County is disposed at the Sunshine Canyon Landfill in Sylmar. Both landfills accept residential, commercial, and construction waste. The landfill capacity and intake for each is shown in Table 4.15-10 (Landfill Capacity and Intake).

<i>Landfill Facility</i>	<i>Estimated Closure Date</i>	<i>Permitted Daily Intake (tons/day)</i>	<i>Average Daily Intake (tons/day)</i>	<i>Remaining Permitted Daily Intake (tons/day)</i>
Sunshine Canyon	2036	12,100	7,801	4,299
Chiquita Canyon	2015	6,000	4,264	1,736
Total Remaining Intake				6,035

SOURCE: Los Angeles County Department of Public Works, Environmental Programs Division, *Los Angeles County Countywide Integrated Waste Management Plan, 2011 Annual Report* (August 2012).

Sunshine Canyon

Sunshine Canyon Landfill, located in Sylmar, California, is governed by two separate land use permits because the facility previously operated as two distinct units. One portion of the landfill is located in the City of Los Angeles' jurisdiction, and one portion is located in unincorporated Los Angeles County. In late 2008, the site received a revised Solid Waste Facilities Permit and Waste Discharge Requirements to allow operation of a combined City/County operation, and beginning January 1, 2009, the site changed recordkeeping and reporting to reflect this joint operation. The Sunshine Canyon Landfill, located in Sylmar, California, can accept waste generated by residential and nonresidential activities in the SPA. The joint operation has a permitted capacity of 12,100 tons per day (tpd), with an average intake of 7,801 tpd, which leaves approximately 4,299 tpd of permitted daily intake capacity.

Chiquita Canyon

In addition to the Sunshine Canyon Landfill, the Chiquita Canyon Landfill accepts waste generated by activities in the SPA. The Chiquita Canyon Landfill, located in Castaic, California, can accept waste generated by residential and nonresidential activities in the SPA. The Chiquita Canyon Landfill is currently permitted to intake 6,000 tpd of solid waste and receives approximately 4,264 tpd. This indicates that the Chiquita Canyon Landfill is currently permitted to receive an additional 1,736 tpd of solid waste. On December 5, 2008, Republic Services, Inc. merged with Allied Waste Industries, Inc, and was required to divest Chiquita Canyon Landfill. On February 6, 2009, Republic Services and Waste Connections signed an agreement providing for the sale of the Chiquita Canyon Landfill to Waste Connections, Inc. Subsequently, Waste Connections, Inc. applied for a new CUP to increase the daily disposal capacity to 12,000 tpd. The County of Los Angeles Department of Regional Planning prepared a Notice of Preparation and circulated it for public comments from November 28, 2011, to February 13, 2012.

■ Waste-to-Energy Facilities

There are two waste-to-energy facilities in Los Angeles County, the Commerce Refuse to Energy Facility, which currently handles 7,140 tons per year (0.2 percent of the total solid waste), and the Southeast Resource Recovery Facility (SERRF), which currently handles 27,380 tons per year (0.7 percent of total generation (LACDPW n.d.a.). The Commerce Refuse to Energy facility has a capacity of 350 tons per day (tpd) and the SERRF has a capacity of 1,380 tpd.

■ Recycling Facilities

Waste generated in East Los Angeles may also be diverted from landfills and recycled. The Los Angeles County Department of Public Works develops and implements source reduction, recycling, and composting programs in the County; provides technical assistance to public and private recyclers; oversees the County's recycling program; and manages the County's Household Hazardous Waste/Electronic Waste Collection Program. The County of Los Angeles Recycling Ordinance (900167) requires waste haulers to provide recycling services to all residents in the unincorporated areas of Los Angeles County (LACDPW n.d.c). In order to provide more information to residents, businesses, and government on clean and sustainable tactics, the Los Angeles County Department of Public Works maintains a portal known as Clean LA. They also maintain a list of all types of landfill and recycling facilities in the County. CalRecycle provides additional facility details for recycling companies in the County.

■ Household Hazardous Waste

Los Angeles County Department of Public Works operates a Household Hazardous Waste and Electronic Waste program. This program is a way for private residents to safely dispose of household chemicals such as household cleaning products, paint substances, automotive products, pool chemicals, fertilizers, pesticides, batteries, and fluorescent light bulbs. County residents can bring their household hazardous waste to S.A.F.E. Centers (Solvents/Automotive/Flammables/ Electronics). These permanent collection centers are located throughout the County, and are staffed with employees trained

in hazardous waste handling who safely unload residents' waste into trucks and trailers on site (LACDPW n.d.b).

Additionally, CalRecycle has certified used oil collection locations throughout the state. These locations accept uncontaminated oil throughout the year. A list of the locations can be obtained from the Bureau of Sanitation or directly from CalRecycle (LABS n.d.).

■ Solid Waste Recycling, Conversion, Reduction, and Diversion

In 2006, Unincorporated Los Angeles County is estimated to have achieved an actual diversion rate of 54 percent, with forty-three programs implemented (CIWMB 2013).

On August 18, 2005, a task force was assembled by the Sanitation District adopted the Conversion Technology Evaluation Report, which evaluated hundreds of technologies. The Conversion Technology Evaluation Report detailed a step-by-step plan to develop a Conversion Technology Demonstration Facility, which could validate the technical, environmental, and economic feasibility of conversion technologies; provide a showcase for interested parties; and yield tangible support data for future development. The goals of the Southern California Conversion Technology Demonstration Project are to:

- Educate about solid waste challenges
- Support organizations working toward zero-waste
- Evaluate and promote the development of conversion technologies to recover energy and products from waste
- Work with communities in Southern California to create a demonstration conversion technology facility

Conversion technologies include a variety of thermal, chemical, and biological processes, such as incineration, pyrolysis, destructive distillation, and gasification that break down solid waste into usable resources such as ethanol, biodiesel and other green fuels. The County of Los Angeles closed the Phase III/IV Request for Proposals for the Conversion Technology Project on January 15, 2009. Phase III is the development of a demonstration facility, and Phase IV is the siting of commercial facilities in Los Angeles County (LACDPW n.d.g).

4.15.12 Regulatory Framework

■ Federal

With the exception of determining where disposal sites are located and operational standards, there are no applicable federal laws, regulations, or policies that pertain to solid waste.

■ State

California Department of Resources Recycling and Recovery

At the state level, the management of solid waste is governed by regulations established by the California Department of Resources Recycling and Recovery (CalRecycle), which delegates local permitting, enforcement, and inspection responsibilities to local enforcement agencies. Historically, these duties were handled by the California Integrated Waste Management Board (CIWMB), but the CIWMB was recently reorganized and became a fully integrated part of CalRecycle.

Assembly Bill 939

The State Legislature, through Assembly Bill 939, The California Integrated Waste Management Act of 1989, mandated that all cities and counties prepare, adopt, and submit a comprehensive solid waste management plan to the county. The plan must address and detail each individual community's efforts and intended policies in the areas of waste characterization, source reduction, recycling, composting, solid waste facilities, education/public information, funding, special wastes, and hazardous wastes. The law also mandates that communities meet certain specific identified targets for percentages of waste reduction and recycling over specific identified targets for percentages of waste reduction and recycling over specified time periods (25 percent by 1995 and 50 percent by 2000).

California Integrated Waste Management Act

In 1989, the Legislature adopted the Integrated Waste Management Act of 1989, which established an integrated waste management hierarchy that consists of the following in order of importance: source reduction, recycling, composting, and land disposal of solid waste. The law also required that each county prepare a new Integrated Waste Management Plan. The Act further required each city to prepare a Source Reduction and Recycling Element (SRRE) by July 1, 1991. Each source reduction element includes a plan for achieving a solid waste goal of 25 percent by January 1, 1995, and 50 percent by January 1, 2000. Recently, a number of changes to the municipal solid waste diversion requirements under the Integrated Waste Management Act were adopted, including a revision to the statutory requirement of 50 percent diversion of solid waste. Under these provisions, local governments shall continue to divert 50 percent of all solid waste on and after January 1, 2000.

Senate Bill 63

On July 28, 2009, Senate Bill 63 was approved and filed, allowing the abolishment of the CIWMB and transfer of its duties and responsibilities to a new department called the Department of Resources Recycling and Recovery, or CalRecycle. This legislation was passed in order to combine the state's solid waste and recycling programs. The combination of the Waste Management Division and the Division of Recycling to form CalRecycle went into effect on January 1, 2010.

■ Local

Los Angeles County Code

Los Angeles County Code Chapter 20, Division 4 (Utilities), outlines the various provisions of solid waste management in the County, including the franchise requirements for solid waste handling services (Chapter 20.70). Chapter 20.87 outlines ways the County will increase the recycling of construction and demolition debris, consistent with the goals of the California Integrated Waste Management Act of 1989.

4.15.13 Impact Analysis and Mitigation Measures

■ Methodology

In preparing this Draft EIR, projected solid waste generation was calculated using the generation factors provided by the County of Los Angeles and the land use data for current conditions and the proposed Plan. The solid waste generated at build-out of the proposed Plan is compared to County waste disposal capacity to assess the impact of the proposed Plan on solid waste facilities within the County.

Los Angeles County uses the following solid waste generation rates:

- Residential: 12.23 pounds per household per day
- Commercial: 10.53 pounds per employee per day
- Industrial: 8.93 pounds per employee per day (City of Los Angeles 2006, M.3-2)

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on solid waste if it would do either of the following:

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs
- Comply with federal, state, and local statutes and regulations related to solid waste

■ Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to utilities/service systems.

■ Project Impacts and Mitigation

Threshold	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
-----------	---

Impact 4.15-7 **Implementation of the Specific Plan would not be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. This impact would be *less than significant*.**

As noted in Section 4.11 (Population/Housing), the proposed plan would accommodate a forecasted increase of up to 5,419 dwelling units (22,164 persons) and 16,237 new jobs compared to existing (2010) conditions. This additional development would result in increased generation of solid waste.

The proposed Plan would accommodate a projected 13,269 dwelling units in the SPA. As shown in Table 4.15-11 (Proposed East Los Angeles 3rd Street Specific Plan Solid Waste Generation), using the residential rate of 12.23 pounds per dwelling unit per day, the total estimated solid waste generation from all residential uses would be 81.14 tpd. Using the Specific Plan's nonresidential square footage and drawing upon information from the South Florida Regional Planning Council (SFRPC) Fiscal Impact Analysis Model (FIAM), employment estimates (number of jobs within the SPA) were calculated using a blend of solid waste generation rates for different types of land uses that are consistent with the Specific Plan (i.e. office, retail and restaurant) (SFRPC n.d.). Based on the number of anticipated employees per square foot in the SPA at maximum build-out of the proposed Plan, nonresidential uses would generate 80.39 tpd of solid waste. Total solid waste generation at build-out of the proposed Plan is calculated to be 161.53 tpd, an increase of 91.63 tpd compared to existing conditions.

	<i>Solid Waste Generation Rates^a</i>	<i>Existing Conditions</i>	<i>Solid Waste (tons/du/day)</i>	<i>Proposed Plan</i>	<i>Solid Waste (tons/du/day)</i>	<i>Net Change in Solid Waste</i>
Residential (du)	12.23 lbs/du/day	7,850	48	13,269	81.14	33.14
Employment	9.7 lbs/employee/day ^b	4,515 ^c	21.90	16,575 ^c	80.39	58.49
Totals			69.90		161.53	91.63

SOURCE: U.S. Census 2010, Assessor Information, and South Florida Regional Planning Council, Fiscal Impact Analysis Model (n.d.), <http://sfrpc.com/fiam.htm> (accessed December 19, 2013).

du = dwelling unit

a. City of Los Angeles, L.A. CEQA Thresholds Guide (2006).

b. Represents a blended generation rate of commercial and industrial uses.

c. Numbers were derived using nonresidential square footage data from the proposed plan and a blend of number of employees per square footage rates for different types of uses (office, retail and restaurant) from FIAM resulting in 408 sf per employee.

The Sunshine Canyon Landfill is permitted to receive 12,100 tpd and currently receives 7,801 tpd. Therefore, the Sunshine Canyon Landfill can receive an additional 4,299 tpd before reaching capacity as determined in 2013. (Note: Landfill capacities are evaluated annually and maximum capacities can be changed based on these annual evaluations. Capacity changes occur as a result of solid waste received in that year.) Sunshine Canyon Landfill is estimated to close in 2036, which is beyond the planning horizon of 20 years for implementing the proposed Plan.

The solid waste expected to be generated from the proposed Plan represents less than 3.8 percent of the remaining capacity of the Sunshine Canyon Landfill. If the entire 161.53 tons of solid waste generated by the proposed Plan were disposed of in the Sunshine Canyon Landfill, the Sunshine Canyon Landfill would still have sufficient permitted capacity to accommodate this contribution. Development under the proposed Plan would not result in the need for additional waste hauling routes, as it would be infill development in an already urbanized area and would not develop areas beyond its current service boundaries. The Commerce Refuse to Energy Facility waste-to-energy facility has a capacity of 350 tpd and the SERRF has a capacity of 1,380 tpd.

If all solid waste generated from the SPA was distributed and sent to Sunshine Canyon Landfill and these waste-to-energy processing facilities, as presented in the Solid Waste setting above, there is adequate remaining capacity at these solid waste disposal and waste-to-energy processing facilities to accommodate solid waste generated within the SPA. As a result, implementation of the Specific Plan would not be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal need and this impact is considered *less than significant*, and no mitigation is required.

Threshold	Would the project comply with federal, state, and local statutes and regulations related to solid waste?
-----------	--

Impact 4.15-8 **Implementation of the Specific Plan would comply with federal, state, and local statutes and regulations related to solid waste. This impact would be *less than significant*.**

The proposed Plan could result in new development, infill and redevelopment of land uses that would generate solid waste. All solid waste-generating activities within Los Angeles County are subject to the requirements set forth in AB 939, SB 63 as well as local regulations, specifically Chapter 20, Division 4 of the County Code and other state regulations administered by CalRecycle. Implementation of the proposed Plan would be consistent with all State regulations as well as the Los Angeles County Code, which are presented in the Regulatory Setting. All projects in the unincorporated County undergo development review, which includes an analysis of project compliance with these programs. Therefore, future development permitted under the proposed Plan would comply with all solid waste policies and objectives; as a result of these development reviews, impacts associated with implementation of the proposed Plan would be considered *less than significant*, and no mitigation measures are required.

4.15.14 Cumulative Impacts

The geographic context for this cumulative analysis is East Los Angeles, as served by the Sunshine Canyon Landfill and Chiquita Canyon Landfill, if necessary. Past development in the County has led to a substantial amount of solid waste requiring disposal in area landfills and has required expansion of some of these facilities. Recycling and waste-to-energy facilities have been constructed to help divert solid waste generated within the County. New ordinances and programs have also been implemented. As stated above, future cumulative developments in East Los Angeles would be required to comply with federal, state, and local statutes.

The proposed Plan would result in growth in the SPA and would result in increased solid waste generation. As part of the proposed Plan, implementing ordinances that address solid waste reduction

would be incorporated into future infill and redevelopment projects to further reduce solid waste within the SPA. In addition, these same infill and redevelopment projects occurring under the proposed Plan would compliance with federal, state, and other local requirements to further reduce the contribution of solid waste generated by developments in the SPA to less than cumulatively considerable. Therefore, the cumulative impact would be *less than significant*.

4.15.15 References

- California Integrated Waste Management Board (CIWMB). 2013. Countywide, Regionwide, and Statewide Jurisdiction Diversion Progress Report, December 19.
<http://www.calrecycle.ca.gov/lgcentral/Reports/Jurisdiction/DiversionDisposal.aspx>.
- Los Angeles, City of. 2006. *L.A. CEQA Thresholds Guide*.
- Los Angeles [City] Bureau of Sanitation (LABS). n.d. Used Oil Collection Centers.
http://www.lacity.org/san/solid_resources/special/hhw/used_oil_centers.htm (accessed February 5, 2008).
- Los Angeles County Department of Public Works (LACDPW). 2012. *County of Los Angeles Countywide Integrated Waste Management Plan, 2011 Annual Report*, August.
- . n.d.a. Fact Sheet: Solid Waste Facilities—The System Infrastructure.
http://www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPfacilitySystemInfrastructureFactSheet_032009.pdf (accessed December 19, 2013).
- . n.d.b. Household Hazardous Waste and Electronic Waste,
<http://dpw.lacounty.gov/epd/cleanla/HHW.aspx> (accessed December 19, 2013).
- . n.d.c. Recycle: Tell Me About Curbside Recycling. <http://dpw.lacounty.gov/epd/rethinkla/recycle/recycle-about-curbside-recycling.aspx> (accessed December 19, 2013).
- . n.d.d. Solid Waste Information Management System: Commercial Trash Collection Franchise,
<http://dpw.lacounty.gov/epd/swims/trashCollection/business/CommercialFranchiseSystem.aspx> (accessed December 19, 2013).
- . n.d.e. Solid Waste Information Management System: Resident Trash Services,
<http://dpw.lacounty.gov/epd/swims/trashCollection/residential/> (accessed December 19, 2013).
- . n.d.f. Solid Waste Information Management System: Residential GDDs.
<http://dpw.lacounty.gov/epd/swims/trashCollection/residential/GDD.aspx?id=Zk1kbnJ1WGd1cTjBTThOUrzb3dRQT09&name=K28xM2tDV0dMbVnKUS81NDFyVjA0ZWtzZU5xK29rN1hVVtIUVI2REpCVI0=> (accessed December 19, 2013).
- . n.d.g. The Southern California Conversion Technology Project: Vision.
<http://www.socalconversion.org/vision.html> (accessed 2009).
- South Florida Regional Planning Council (SFRPC). n.d. Fiscal Impact Analysis Model,
<http://sfrpc.com/fiam.htm> (accessed December 19, 2013).

Energy

This section of the Draft EIR describes energy demand, including gas and electricity, and infrastructure within SPA and analyzes the potential physical environmental effects related to energy demand impacts created by construction of new or additional facilities associated with implementation of the proposed plan.

Data for this section were taken from variety of sources including Southern California Edison (SCE) and Southern California Gas Company (SCGC). Full reference-list entries for all cited materials are provided in Section 4.14.20 (References).

4.15.16 Environmental Setting

■ Electricity

The 2009 Integrated Energy Policy Report prepared by the California Energy Commission (CEC) summarizes the state of California's electrical and natural gas supplies. Despite improvements in power plant licensing, successful energy efficiency programs and continued technological advances, development of new energy supplies is not keeping pace with the state's increasing demands. A key constraint in energy is the state's electricity transmission system. Under most circumstances, the state's power grid is able to reliably deliver energy to consumers; and for the majority of the days during the year adequate energy supplies are reliably provided to consumers. California's electricity demand is driven by short summer peaks, such that reducing peak demand is the essential factor in adequately planning for the state's electrical needs. These peak demands include a few hours to several days each year, such that managing demand, rather than developing supplies at new power plants for this limited time appears the most efficient method to meet state needs on peak days. The CEC has developed an action plan which includes increasing energy capacity in investor-owned utilities, incentives for combined heat and power projects (cogeneration), energy efficiency programs, and expansion of renewable energy programs (CEC 2009).

Energy consumption, including electricity, by new buildings in California, is regulated by the state Building Energy Efficiency Standards, embodied in California Code of Regulations (CCR) Title 24. The efficiency standards apply to new construction of both residential and nonresidential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided that these standards meet or exceed those provided in Title 24 guidelines.

East Los Angeles' electricity is provided by SCE, which is one of the nation's largest electric utilities, delivering power to more than 14 million people. SCE's 50,000-square-mile area spans central, coastal and Southern California, excluding the City of Los Angeles and some other cities. In 2011, SCE delivered 87.34 billion kilowatt-hours (kWh) of electricity in 2011 and powered a total of 180 cities, eleven counties, 5,000 large businesses, and 280,000 small businesses (SCE 2013a). SCE derives its electricity from a variety of sources and nearly half of its electricity comes from natural gas, with renewable resources constituting another nearly 10.6 percent (CEC 2009). SCE has undertaken a major

infrastructure expansion and replacement project system throughout its 50,000-square-mile service area. Over the next 5 years SCE will invest nearly \$21.5 billion in upgrading infrastructure and expanding transmission and distribution networks to meet the growing needs of the region, while also meeting California's renewable energy goals. The new transmission and distribution networks will include new "smart" technologies for better resource management and more reliable service (SCE 2013a). These projects will help ensure adequate power flow and voltage for millions of people while benefiting electricity customers in all eleven states of the western power grid.

SCGC, a subsidiary of Sempra Energy, is the nation's largest natural gas distribution utility, distributing natural gas to 20.9 million residential, commercial, and industrial customers through 5.8 million meters in more than 500 communities. The company's service territory encompasses approximately 20,000 square miles in diverse terrain throughout Central and Southern California, from Visalia to the Mexican border (SCGC 2013). As SCGC customers sought to access new supply sources in Canada and the Rockies, SCGC modified its system to concurrently accept deliveries from these new source areas. As a result, SCGC's system can accept up to 3,875 million cubic feet per day (MMcfd) of interstate and local California supplies on a firm basis. SCGC's four storage fields—Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey—are located near the primary load centers of the SCGC system. Together these storage fields have a combined inventory capacity of 134.1 billion cubic feet (Bcf), a combined firm injection capacity of 850 MMcfd, and a combined firm withdrawal capacity of 3,195 MMcfd.

In 2009, 2,623 MMcfd of natural gas was supplied by SCGC, divided as follows: 1,002 MMcfd for core customers, 1,176 MMcfd for noncore customers, 407 MMcfd for wholesale or international customers, and 38 MMcfd for SCGC use or lost and unaccounted for (LUAFF) (CGEU 2012). Natural gas service is provided in accordance with SCGC's policies and extension rules on file with the California Public Utilities Commission (CPUC) at the time contractual agreements are made.

As a public utility, SCGC is under the jurisdiction of the CPUC, but can be affected by the actions of federal regulatory agencies. Should these agencies take any action affecting natural gas supply or the conditions under which service is available, natural gas service would be provided in accordance with those revised conditions.

The *2012 California Gas Report* has projections regarding future demand for natural gas in the southern California region. SCGC predicts gas demand to be contracted at an annual average rate of approximately 0.12 percent from 2011 to 2030. Demand is expected to exhibit annual decline from the level in 2012 due to modest economic growth, CPUC-mandated energy efficiency (EE) goals and renewable electricity goals, decline in commercial and industrial demand, and savings linked to advanced metering modules. By comparison, the *2010 California Gas Report* projected an annual decline in the growth rate of 0.21 percent from 2010 to 2030. The difference between the two forecasts is caused primarily by a higher gas price outlook in the 2010 report and by the recession which occurred from 2007 to 2009 (CGEU 2012).

4.15.17 Regulatory Framework

■ Federal

The Federal Energy Regulatory Commission (FERC) duties include the regulation of the transmission and sale of electricity in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters.

■ State

California Public Utilities Commission (CPUC)

CPUC Decision 95-08-038 contains the rules for the planning and construction of new transmission facilities, distribution facilities, and substations. The Decision requires permits for the construction of certain power line facilities or substations if the voltages would exceed 50 kV or the substation would require the acquisition of land or an increase in voltage rating above 50 kV. Distribution lines and substations with voltages less than 50 kV need not comply with this Decision; however, the utility must obtain any nondiscretionary local permits required for the construction and operation of these projects. CEQA compliance is required for construction of facilities constructed in accordance with the Decision.

California Code of Regulations (CCR) Title 20 and Title 24

Title 20 (Public Utilities and Energy) contains the regulations related to power plant siting certification. Title 24 (California Building Standards) contains the energy efficiency standards related to residential and nonresidential buildings. Title 24 standards are based, in part, on a state mandate to reduce California's energy demand.

■ Local

There are no applicable local laws, regulations, or policies that pertain to energy.

4.15.18 Impact Analysis and Mitigation Measures

■ Methodology

To determine whether implementation of the Specific Plan would result in impacts on electricity and natural gas supplies, the projected increase in energy demand for each utility was analyzed and calculated using a per-square-foot or per-unit consumption rate. Table 4.15-12 (Projected Electricity Demand in the Specific Plan Area) and Table 4.15-13 (Projected Natural Gas Demand in the Specific Plan Area), below, provide electricity and natural gas demand associated with the Specific Plan. Because demand rates are based on type and amount of land use, this analysis focuses upon residential (medium-high density), office, retail, restaurant, and amenities included in the Specific Plan.

■ Thresholds of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Specific Plan would be considered to have a significant impact on energy if it would do the following:

- Create energy utility (electricity, natural gas, propane) system capacity deficiencies (problems,) or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause a significant environmental effects

■ Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to utilities/service systems.

■ Project Impacts and Mitigation

Threshold	Would the project create energy utility (electricity, natural gas, propane) system capacity deficiencies, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause a significant environmental effects?
-----------	--

Impact 4.15-9 **Implementation of the Specific Plan would not require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities, the construction of which could cause a significant environmental impact. This impact would be *less than significant*.**

Electricity

Implementation of the proposed plan would increase the use of electricity within the SPA, to light, heat, and air condition the future development under the proposed plan. Based on the information provided in Table 4.15-12 (Projected Electricity Demand in the Specific Plan Area), the total annual electricity consumption by build-out of the proposed plan is estimated to be approximately 141,661,426 kWh/yr, representing an increase of 81,165,703 kWh/yr compared to existing conditions.

Land Use	Electricity Generation Rates	Existing Conditions	Existing Demand (kWh/yr)	Proposed Plan	Proposed Plan Demand (kWh/yr)	Net Change in Electricity
Residential	5,172 kWh/du/yr	7,850 du	40,600,200	13,269du	68,627,268	28,027,068
Commercial & Industrial*	10.8 kWh/sf/yr	1,842,178 sf	19,895,522	6,762,422 sf	73,034,158	53,138,635
Total			60,495,722		141,661,426	81,165,703

SOURCE: Southern California Air Quality Management District, CEQA Air Quality Handbook (1993).

du = dwelling unit; kWh = kilowatt-hour; sf = square feet

Consumption Rates: 5,172 kWh/du/yr for residential; 17.1kwh/sf/yr for office; 15.3 kWh/sf/yr for retail; & 5.3 kWh/sf/yr for industrial

* Commercial and Industrial generation rates based on a blended rate of commercial and industrial. Average commercial is office and retail with an average generation rate of 16.2 kWh/sf/yr.

As discussed above, the state is currently experiencing constraints related to energy delivery. These constraints are generally limited to peak demand days during the summer months, such that for the majority of the days during the year adequate energy supplies are reliably provided to consumers. Implementation of the Specific Plan would increase use of electricity in the project area, in particular, the demand for electricity to light, heat, and air condition residential and commercial uses. On peak days, the incremental demand from the Specific Plan would contribute to electricity supply and delivery constraints. New development pursuant to the Specific Plan would be required to comply with the energy conservation measures contained in Title 24, which would reduce the amount of energy needed for the operation of any buildings constructed as a part of the Specific Plan.

SCE is making capital investments throughout Southern California. SCE has undertaken a major infrastructure expansion and replacement project system throughout its 50,000-square-mile service area. Over the next 5 years, SCE will invest approximately \$21.5 billion in upgrading infrastructure and expanding transmission and distribution networks to meet the growing needs of the region, while also meeting California's renewable energy goals. The new transmission and distribution networks will include new "smart" technologies for better resource management and more reliable service. SCE's goal is to build one of the nation's most advanced electric grids. These improvements and upgrades will also help ensure adequate power flow and voltage for millions of people while benefiting electricity customers in all eleven states of the western power grid (SCE 2013a).

Further, the Specific Plan would comply with the provisions of CCR Title 24. As such, development of the Specific Plan would be designed to conserve energy and in the future, produce its own solar-generated electricity, if feasible, and ultimately achieve net zero energy¹⁶ efficiencies through balancing energy demand within the SPA against on-site renewable energy sources.

As stated above, SCE is the electricity provider to the SPA and is currently in the process of upgrading its infrastructure, transmission and distribution systems. SCE's new transmission and distribution networks will utilize smart technologies for more reliable service (SCE 2013a) throughout its 50,000-square-mile service area. New or expanded electricity systems or improvements would also be borne by and carried out by SCE. It should be noted that new development resulting from the proposed Plan could be required to pay development fees to support as-needed upgrades to the local electrical supply systems serving the SPA. As per the code requirements, these upgrades would be addressed for new development proposed under the proposed Plan in conjunction with individual project approvals.

SCE's planned and ongoing systemwide improvements, coupled with CCR Title 24 requirements for installation of on-site renewable energy systems to meet net zero energy efficiencies would reduce the need for new or expanded electrical systems. As such, no new transmission or expanded distribution systems beyond those that are already planned for or being implemented as part of SCE's systemwide improvements programs would be necessary as a result of implementation of the proposed Plan. Therefore, potential impacts associated with electrical system deficiencies are *less than significant*.

¹⁶ Net Zero Energy is a goal for buildings around the globe - each relies on exceptional energy conservation and then on-site renewables to meet all of its heating, cooling and electricity needs.

Natural Gas

The entire SPA is within the service territory of SCGC, which operates a natural gas distribution system in the area currently, and is capable of expanding the system by providing gas service to the planned area without disruption to the existing system. Maps of the distribution systems infrastructure are proprietary information and, as such, are not available. Adequate gas supplies exist to provide service to the SPA. If new or extended natural gas lines are required to serve future development, such infrastructure would be located underground and would be constructed in accordance with SCGC’s policies and extension rules on file with the CPUC at the time contractual agreements are made. Any new infrastructure would be determined on a project-by-project basis (Baker 2009).

Based on the information provided in Table 4.15-13 (Projected Natural Gas Demand in the Specific Plan Area), the total annual natural gas consumption resulting from anticipated development under the proposed plan is estimated to be approximately 857,158,863 MMcf/yr or net increase of 424,528,122 MMcf/yr over existing uses.

Land Use	Natural Gas Generation Rates^a	Existing Conditions	Existing Demand (MMcf/yr)	Proposed Plan	Proposed Plan Demand (MMcf/yr)	Net Difference in Natural Gas
Residential	47,016 cf/du/yr	7,850 du	369,075,600	13,269 du	623,855,304	254,779,704
Commercial/Industrial ^b	34.5 cf/sf/yr	1,842,178 sf	63,555,141	6,762,422 sf	233,303,559	169,748,418
Total			432,630,741		857,158,863	424,528,122

SOURCE: Southern California Air Quality Management District, *CEQA Air Quality Handbook* (1993).

cf = cubic feet; du = dwelling unit; MMcf = million cubic feet; sf = square feet

Consumption Rates: 3,918 cf/unit/mo for residential; 2.0 cf/sf/mo for office; 2.9 cf/sf/mo for retail; and 3.3 cf/sf/mo for industrial

a. Monthly rates were multiplied by 12 to determine yearly consumption.

b. Commercial and Industrial generation rates based on a blended rate of commercial and industrial. Commercial generation rates based on an average of office and retail with an average generation rate of 2.45 cf/sf/mo.

Finally, future development under the proposed Plan would be required to comply with CCR Title 24 requiring building energy efficiency standards. Because the natural gas demand projected for development under the proposed Plan would not exceed natural gas in storage of 134.1 Bcf, or significantly contribute to the combined firm withdrawal capacity of 3,195 MMcfd no new or expanded transmission or distribution infrastructure would not be required to serve the SPA, other than localized connections and improvements, which as part of individual projects would not be anticipated to have significant environmental impacts. Therefore, this potential impacts associated with natural gas supplies deficiencies is *less than significant*.

4.15.19 Cumulative Impacts

The geographic context for this cumulative analysis is Los Angeles County, as served by SCE and SCGC. To accommodate these increasing demands, as stated above, SCE has undertaken a major infrastructure expansion and replacement project system throughout its 50,000-square-mile service area, which includes the SPA. SCE will invest over \$20 billion during coming years to expand and renew the region’s essential distribution and transmission grids, making the power grid greener and smarter. These upgrades and

improvements will help ensure adequate power flow and voltage for millions of people while benefiting electricity customers in all eleven states of the western power grid (SCE 2013a). SCE is able to meet future projected demands and the California Long Term Energy Efficiency Strategic Plan has been identified to address energy issues on a broader scale. Because substantial new infrastructure will be required to support population growth, which has been anticipated by regional and local growth projections, electricity demand generated by future development could be supplied without the need for additional construction or expansion of energy facilities beyond that which was previously planned. In addition, the Specific Plan would comply with Title 24 requirements. Because this is an incrementally small demand relative to the overall demand from cumulative growth, and because the proposed Plan will include sustainable energy features, the proposed Plan would not make a cumulatively considerable contribution to the impact. The cumulative impact would be *less than significant*.

With regard to natural gas, development in the geographic area surrounding the SPA would result in continued use of this resource. The SPA is currently served by existing infrastructure that future development projects would also use. Based on the firm injection capacity and volume of 134.1 Bcf of natural gas in storage it seems reasonable that SCGC can meet new natural gas demands generated within the SPA without jeopardizing other service commitments. As such, the cumulative impact would be *less than significant*.

4.15.20 References

- Baker, Christopher. 2009. Written correspondence with Region Associate Engineer, Southern California Gas Company, April 3.
- California Energy Commission (CEC). 2009. *2009 Integrated Energy Policy Report*, December.
- California Gas and Electric Utilities (CGEU). 2012. *California Gas Report 2012*.
- South Coast Air Quality Management District (SCAQMD). *CEQA Air Quality Handbook*, 1993.
- Southern California Edison (SCE). 2013a. Committed to Safe, Reliable, Affordable Power. <https://www.sce.com/wps/portal/home/about-us/reliability> (accessed December 19, 2013).
- . 2013b. Who We Are. <https://www.sce.com/wps/portal/home/about-us/who-we-are> (accessed December 19, 2013).
- Southern California Gas Company (SCGC). 2013. Company Profile. <http://www.socalgas.com/about-us/company-info.shtml> (accessed December 19, 2013 and April 22, 2014).

4.16 MANDATORY FINDINGS OF SIGNIFICANCE

The California Environmental Quality Act of 1970 (CEQA) requires preparation of an environmental impact report (EIR) when certain specified impacts may result from construction or implementation of a project. This EIR fully addresses all of the mandatory findings of significance, as described below.

4.16.1 Degradation of the Environment

CEQA Guidelines Section 15065(a) requires a finding of significance if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in CEQA Guidelines Section 15382 as “a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

This EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed plan, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As summarized in Table 2-1 (Summary of Environmental Effects and Project Requirements/Mitigation Measures), this EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are otherwise required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

4.16.2 Long-Term Impacts

CEQA Guidelines Section 15065(a)(2) states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential

to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.4 (Significant Irreversible Environmental Effects) of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Plan Is Implemented) and Table 2-1 identify all significant and unavoidable impacts that could occur, thereby creating a long-term impact on the environment. Lastly, Section 5.5 (Growth-Inducing Impacts) identifies any long-term environmental impacts caused by the proposed plan with respect to economic or population growth.

4.16.3 Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant impact, potentially significant impact unless mitigated, or significant and unavoidable impact. A cumulative impact analysis is not provided for No Impact, which does not result in project-related impacts.

CEQA Guidelines Section 15065 states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.1 through 4.15 of this EIR.

4.16.4 Impacts on Species

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.3 (Biological Resources) of the EIR fully addresses any impacts that might relate to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species as a result of project implementation.

4.16.5 Impacts on Historical Resources

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code Section 21001(c) by requiring preservation of major periods of California history for the benefit of future generations. It also reflects the provisions of Public Resource Code Section 21084.1 in requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of

impacts to historical resources and archaeological sites that are an historical resource. Section 4.4 (Cultural Resources) of this EIR fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

4.16.6 Impacts on Human Beings

As required by CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, recreation, transportation/traffic, and utilities/service systems, which are addressed in Section 4.2 (Air Quality), Section 4.5 (Geology/Soils), Section 4.6 (Greenhouse Gas Emissions), Section 4.7 (Hazards/Hazardous Materials), Section 4.8 (Hydrology/Water Quality), Section 4.10 (Noise), Section 4.11 (Population/Housing), Section 4.12 (Public Services), Section 4.13 (Recreation), Section 4.14 (Transportation/Traffic), and Section 4.15 (Utilities/Service Systems).

[THIS PAGE INTENTIONALLY LEFT BLANK]

CHAPTER 5 Other CEQA Considerations

California Environmental Quality Act (CEQA) Guidelines Section 15126 requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify (1) significant environmental effects of the proposed plan, (2) significant environmental effects that cannot be avoided if the proposed Plan is implemented, (3) significant irreversible environmental changes that would result from implementation of the proposed plan, (4) growth-inducing impacts of the proposed Plan, (5) mitigation measures proposed to minimize significant effects, and (6) alternatives to the proposed Plan.

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PLAN

Table ES-1 (Summary of Impacts and Mitigation Measures), which is contained in Chapter 2 (Executive Summary) of this EIR, and Sections 4.1 through 4.15 provide a comprehensive identification of the proposed Plan's environmental effects, including the level of significance both before and after mitigation.

5.2 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PLAN IS IMPLEMENTED

CEQA Guidelines Section 15126.2(b) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Development of the proposed Plan would result in the following significant and unavoidable project-related and/or cumulative impacts:

■ Air Quality

- > Implementation of the Specific Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.
- > Implementation of the Specific Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- > Implementation of the Specific Plan would expose sensitive receptors to substantial pollutant concentrations.

■ Greenhouse Gas Emissions

- > Implementation of the Specific Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- > Implementation of the Specific Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

- **Noise**

- > Implementation of the Specific Plan would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- > Implementation of the Specific Plan could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

- **Transportation/Traffic**

- > Implementation of the Specific Plan would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- > Implementation of the Specific Plan would conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

- **Utilities/Service Systems**

- > Implementation of the Specific Plan would require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.3 NO IMPACT

The proposed Plan was found to have no impact on the following resources, which were, therefore, not further analyzed in this EIR.

5.3.1 Agriculture and Forestry Resources

Potential impacts to Agriculture and Forestry Resources were determined not to be significant. As shown in Figure 3-2 (Existing Land Uses) in Chapter 3 (Project Description), there is no land designated for agricultural purposes within the Specific Plan area (SPA). The SPA is designated as Urban/Built-Up and Other Land by the California Department of Conservation, and the proposed plan would not convert Farmland to nonagricultural uses. As such, no farmland would be at risk for conversion and no conflicts would exist with any Williamson Act contracts due to implementation of the Specific Plan. Additionally, the project area contains no forest land and implementation of the Specific Plan would not convert forest land to nonforest use. Therefore, impacts to Agriculture and Forestry Resources were not further analyzed in this EIR.

5.3.2 Mineral Resources

Potential impacts to Mineral Resources were determined not to be significant. No state-designated mines or mineral producers currently exist within the project vicinity. The project site does not maintain any natural mineral resources. Mineral resources are not discussed in the Open Space/Parks/Conservation

Element of the General Plan. Therefore, impacts to Mineral Resources were not further analyzed in this EIR.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

CEQA Guidelines Section 15126.2(c) requires a discussion of any significant irreversible environmental changes that the proposed plan would cause. Specifically, Section 15126.2(c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified. Section 15126.2(c)

The proposed Specific Plan accommodates new mixed-use development within an existing underutilized area and would revitalize commercial corridors along the Metro Gold Line. Pedestrian and transit-oriented neighborhoods and districts are envisioned to revitalize the SPA. Future development in the SPA will be infill, with traffic and TOD benefits realized due to proximity to the transit stations, as well as close access existing highway infrastructure. As such, the proposed plan's demand on resources would be significantly less than a typical, suburban, greenfield, and non-TOD project of the same size.

Still, future development that would be permitted under implementation of the proposed plan would entail the commitment of energy, human resources, and building materials. Manpower would also be committed for the construction of buildings and public facilities and services necessary to support the new development.

Ongoing maintenance and operation of future development in the project area would entail a further commitment of energy resources in the form of natural gas, electricity, and water resources. Long-term impacts would also result from an increase in vehicular traffic, and associated air pollutant and noise emissions. This commitment of energy resources would be a long-term obligation in view of the fact that, it is virtually impossible to return the land to its original condition once it has been developed.

5.5 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that this section discuss the ways in which the proposed plan could foster economic, population, or housing growth, either directly or indirectly, in the surrounding environment. Growth-inducing impacts are caused by those characteristics of a project that tend to foster or encourage population and/or economic growth. Inducements to growth include the generation of construction and permanent employment opportunities in the service sector of the economy. A project could also induce growth by lowering or removing barriers to growth or by creating an amenity that attracts new population or economic activity.

The proposed Specific Plan defines a vision and establishes standards and strategies for the revitalization of the SPA using the principles of TOD. The Specific Plan presents a vision for the future transformation of the community. The proposed plan is focused on the physical and economic change

that is expected in East Los Angeles with operation of the Gold Line light-rail transit corridor. The four station areas along 3rd Street would be transformed into transit centers, with a mix of commercial and residential uses. Mixed-use buildings will incorporate amenities such as public plazas, outdoor dining, and public art.

Some short-term employment opportunities would be provided by construction activity resulting from the proposed plan. Given that the primary objective of the Specific Plan is to foster revitalization in the SPA, the Specific Plan would also be growth-inducing. Thus, although implementation of the Specific Plan would induce growth in the SPA, such growth inducement would be consistent with the objectives of the Specific Plan.

The Specific Plan would not induce growth in an area that is not already developed with infrastructure to accommodate such growth. The proposed plan site is located within a highly developed urban setting, and as discussed in Section 4.12 (Public Services) and Section 4.15 (Utilities/Service Systems), does not include the construction of new infrastructure that would promote growth in an inappropriate location. It is anticipated that existing and/or upgrading of existing water, fire mains, and sewer utility lines could adequately service the proposed plan. Police and fire services in the area would also adequately serve the proposed plan. Thus, in this manner, the necessary infrastructure that normally triggers growth when introduced is already in place within the SPA.

A project's growth-inducing potential does not automatically result in growth, whether it is a portion of growth or actually exceeds projected levels of growth. Growth at the local level is fundamentally controlled by the land use policies of local municipalities or counties, which are determined by each local jurisdiction. As discussed in Section 4.9 (Land Use/Planning) and Section 4.11 (Population/Housing), the Specific Plan would make changes to the land use designations and zoning within the SPA in order to induce growth in the area that is transit-oriented; that is the purpose of the project. This growth will help the County realize its SCAG growth projections and revitalize a currently underutilized portion of the County.

5.5.1 Extension of Public Facilities

Future development under the proposed plan would require expansion and/or upgrades to sewer, water, and gas lines in the project area. These systems would connect to the existing infrastructure located in the area. Expansion of facilities would not result in the extension of services to undeveloped areas outside the SPA.

Roadway and interchange improvements can induce growth because the provision of better vehicular access can facilitate development. Development of mixed-use neighborhoods and districts would include minimal improvements to roadways within the SPA; these improvements are designed to improve access and circulation to the project area. Although the project would provide better access to the SPA, it would not induce or facilitate development on previously undeveloped parcels outside the Specific Plan.

5.5.2 Employment Generation

The proposed Specific Plan (at its buildout capacity) could result in an increase of 5,419 new dwelling units and 4,920,244 square feet (sf) of nonresidential uses. This additional level of commercial development would result in a total of approximately 16,237 jobs.¹⁷ However, non-residential development under the Specific Plan would be within the build-out considered in the County of Los Angeles General Plan and would not result in indirect population growth not previously analyzed.

Future development under the proposed Plan would generate short-term, construction-related employment opportunities. Given the supply of construction workers in the local work force, it is likely that these workers would come from within the Los Angeles area, and no significant in-migration of workers would be anticipated. Due to the nature of construction activities, the employment opportunities resulting from future construction would not be considered permanent.

In addition, future development would generate long-term employment opportunities associated with commercial uses in the SPA. Long-term employment opportunities could induce growth in the region and could potentially be considered a growth-inducing impact to the region.

5.6 MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT EFFECTS OF THE PROPOSED PLAN

Table ES-1, which is contained in Chapter 2, provides a comprehensive identification of the proposed Plan's environmental effects and proposed mitigation measures.

5.7 ALTERNATIVES TO THE PROPOSED PLAN

Alternatives to the proposed Plan are presented in Chapter 6 (Alternatives to the Proposed Plan).

¹⁷ Based on an average of 3.3 jobs per 1,000 sf of nonresidential uses. The estimated number of new jobs was based on 4,920,244 sf of new nonresidential development.

[THIS PAGE INTENTIONALLY LEFT BLANK]

CHAPTER 6 Alternatives to the Proposed Project

CEQA Guidelines Section 15126.6(a) requires an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the project's basic objectives but would avoid or substantially lessen any of the project's significant impacts. CEQA also requires an EIR to evaluate the comparative merits of the proposed alternatives. This section of the Draft EIR analyzes alternatives to the proposed project and compares the potential impacts of each alternative with the proposed project's potential environmental impacts.

6.1 CRITERIA FOR SELECTING ALTERNATIVES

The alternatives may include a different type of project, modification of the proposed Plan, or suitable alternative project sites. However, the range of alternatives is governed by the “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6(f)).

In selecting project alternatives for analysis, the alternatives should be feasible. CEQA Guidelines Section 15126.6(f)(1) states:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ... and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site ...

The alternatives considered in this EIR were selected based on the following factors:

- The extent to which the alternative would accomplish most of the basic project objectives (identified in Chapter 3)
- The extent to which the alternative would avoid or substantially lessen any of the identified significant effects of the project (discussed throughout Chapter 4)
- The extent to which an alternative contributes to a range of reasonable alternatives necessary to permit a reasoned choice
- The feasibility of the alternative, taking into account site suitability; availability of infrastructure, and consistency with applicable plans and regulatory limitations
- The feasibility of alternative locations that would avoid or substantially lessen any of the significant effects of the project
- The CEQA guidelines requirement to evaluate a “No Project” alternative and to identify an environmentally superior alternative in addition to the “No Project” alternative (CEQA Guidelines Section 15126.6(e)(2))

6.2 ALTERNATIVES SELECTED FOR CONSIDERATION

With consideration of the selection criteria identified above, the following project alternatives were selected for analysis:

- **Alternative 1: No Project/Continuation of Existing Community Plan and Zoning**—this alternative represents continuance of the existing Community Plan and Zoning with no changes to the land use maps. All future development would proceed as allowed under current plans.
- **Alternative 2: Reduced Plan Map Area**—this alternative would alter the SPA’s northern and southern boundary to include only the 3rd and 1st Street corridors, reducing the SPA from 1,129 acres to 232 acres.
- **Alternative 3: Reduced Development**—this alternative would reduce the overall maximum allowed development by 50 percent in all land use categories.

Table 6-1 (Summary of Proposed Alternatives at Build-Out) summarizes the differences in maximum build-out compared to the proposed project.

	<i>Existing Conditions</i>	<i>Proposed Project</i>	<i>Alternative 1: No Project</i>	<i>Alternative 2: Reduced Plan Map Area</i>	<i>Alternative 3: Reduced Development</i>
Residential units: SFR	2,008	2,287	2,008	0	1,144
Residential units: MFR	5,842	10,982	5,842	3,529	5,491
Commercial	1,842,178 sf	6,762,422 sf	1,842,178 sf	4,323,675 sf	3,381,211 sf

SOURCE: County of Los Angeles Regional Planning (2013).

This chapter describes and evaluates the three alternatives. In addition, CEQA Guidelines Section 15126.6(c) requires an EIR to identify any alternatives considered for analysis but rejected as infeasible. These potential alternatives are described below.

6.3 ALTERNATIVES REJECTED AS INFEASIBLE

6.3.1 Alternative Site

An alternate site for the proposed Plan was rejected because the Specific Plan is tailored expressly to maximize transit-oriented development around the Metro Gold Line stations that traverse the SPA. There is no alternative site in the community of East Los Angeles that would achieve the project objectives.

6.3.2 Reduced Development Alternative A

This alternative would reduce the maximum number of stories from two to one story in the Atlantic Boulevard (AB) zone and from two and a half to two stories in the Neighborhood Center (NC) zone and reduce the maximum dwelling units per acre (du/acre) from 32 to 28 du/acre in the AB and NC zones.

Under Reduced Development Alternative A, there would be a net increase of approximately 5,208 residential units and 4,481,058 square feet of commercial area over existing conditions.

This alternative does not assume that development would be permitted on fewer sites or at less intensity on individual sites as compared to the proposed Plan, but that the cumulative development totals, or caps, for each land use type would be lower. Therefore, potential overall traffic generation, associated air quality, GHG emissions, and noise impacts, and overall wastewater, water and other municipal service needs would be lower. However, potential site-specific impacts associated with future individual developments (e.g., potential loss of biological resources, potential historic resource impacts, potential geotechnical impacts) would not necessarily be reduced, under the “reduced development alternative” because the basic site grading, disturbance, or coverage resulting from individual development projects would not necessarily be reduced. In such cases, similar impacts would result from, and similar mitigations would be applied to, each future site-specific development regardless of the overall cap placed on total SPA development.

Further, this alternative would not avoid or substantially lessen the potentially significant impacts identified in this EIR because the properties proposed for reduced development are subject to existing General Plan policies and zoning regulations. Development under the existing General Plan, East Los Angeles Community Plan, and zoning would result in increases in air emissions, noise, and vehicular traffic, which would likely be significant and unavoidable, similar to the proposed Plan.

6.3.3 Reduced Development Alternative B

This alternative would reduce the maximum number of stories from three to two in the Cesar Chavez (CC) zone and reduce the maximum dwelling units per acre from 32 to 28 du/acre in this zone. Under Reduced Development Alternative B, the Plan would increase development by approximately 5,235 additional net residential units and increase the square feet of commercial floor area by 4,320,428 over existing conditions.

This alternative does not assume that development would be permitted on fewer sites or at less intensity on individual sites as compared to the Plan, but that the cumulative development totals, or caps, for each land use type would be lower. Therefore, potential overall traffic generation, associated air quality, climate change, and noise impacts, and overall wastewater, water and other municipal service needs would be lower. However, potential site-specific impacts associated with future individual developments (e.g., potential loss of biological resources, potential historic resource impacts, potential geotechnical impacts) would not necessarily be reduced, under the “reduced development alternative” because the basic site grading, disturbance, or coverage resulting from individual development projects would not necessarily be reduced. In such cases, similar impacts would result from, and similar mitigations would be applied to, each future site-specific development regardless of the overall cap placed on total SPA development.

Further, this alternative would not avoid or substantially lessen the potentially significant impacts identified in this EIR because the properties proposed for reduced development are subject to existing General Plan policies and zoning regulations. Development under the existing General Plan, East Los

Angeles Community Plan, and zoning would result in increases in air emissions, noise, and vehicular traffic, which would likely be significant and unavoidable, similar to the proposed Plan.

6.3.4 Reduced Development Alternative C

Alternative C would reduce the maximum dwelling units per acre from 32 to 28 du/acre in the AB, CC, FS, NC, and TOD zones. Under Reduced Development Alternative C, the Plan would increase development by approximately 4,713 additional net residential units and increase the square feet of commercial floor area by 4,920,244 over existing conditions.

This alternative does not assume that development would be permitted on fewer sites or at less intensity on individual sites as compared to the Plan, but that the cumulative development totals, or caps, for each land use type would be lower. Therefore, potential overall traffic generation, associated air quality, climate change, and noise impacts, and overall wastewater, water and other municipal service needs would be lower. However, potential site-specific impacts associated with future individual developments (e.g., potential loss of biological resources, potential historic resource impacts, potential geotechnical impacts) would not necessarily be reduced, under the “reduced development alternative” because the basic site grading, disturbance, or coverage resulting from individual development projects would not necessarily be reduced. In such cases, similar impacts would result from, and similar mitigations would be applied to, each future site-specific development regardless of the overall cap placed on total SPA development.

Further, this alternative would not avoid or substantially lessen the potentially significant impacts identified in this EIR because the properties proposed for reduced development are subject to existing General Plan policies and zoning regulations. Development under the existing General Plan, East Los Angeles Community Plan, and zoning would result in increases in air emissions, noise, and vehicular traffic, which would likely be significant and unavoidable, similar to the proposed Plan.

6.4 ANALYSIS FORMAT

The following subsection describes the alternatives, comparatively analyzes the potential environmental effects of the alternatives, and evaluates the extent that the alternatives meet the proposed Plan objectives. The focus of the analysis is the difference between the environmental effects of the alternatives compared to those of the proposed Plan, with an emphasis on how the alternatives affect the identified significant impacts of the proposed Plan, and the identification of any new effects created by the alternatives. For each issue area, the analysis indicates which mitigation measures would be required for the alternatives and which significant and unavoidable impacts would be avoided or substantially reduced. Where appropriate, the analysis indicates whether any mitigation measures would no longer be required, or whether additional mitigation measures would be required for the alternatives.

6.5 ANALYSIS OF PROJECT ALTERNATIVES

6.5.1 Alternative 1: No Project/Continuation of Existing Community Plan, General Plan, and Zoning

■ Description

Section 15126.6(e)(3)(A) of the CEQA Guidelines states that when the project is the revision of an existing land use plan, policy, or ongoing operation, the No Project alternative is the continuation of the existing plan, policy, or operation into the future. Land use decisions in the SPA are currently governed by the East Los Angeles Community Plan and the Los Angeles County General Plan. Implementation of the No Project Alternative would represent the continuation of the existing Community Plan, the County General Plan, the East Los Angeles Community Standards District, and the Zoning Ordinance, where not superseded to guide future growth and development within the project site. The Community Plan does not contain maximum development data, and the County General Plan does not segregate allowable growth by community but, rather, looks at the County overall. Therefore, it is not possible to quantify and compare the allowable build-out of the proposed Plan to the Community Plan or the General Plan to determine whether impacts would be greater or less compared to the proposed Plan. Therefore, this analysis assumes that continuation of the existing plans would result in less cohesive, non-transit-oriented development, as well as potentially greater levels of development, with likely greater air quality, noise, and traffic impacts. In other words, the significant and unavoidable impacts of the proposed Plan to air quality, noise, and traffic would not be reduced to a less-than-significant level under this Alternative.

With regard to other resources where the proposed Plan would result in no impact or less-than-significant impacts, with or without mitigation, General Plan and Community Plan policies that address these resources would continue to be applied. However, the design standards in the proposed Plan are more detailed and tailored to the planned TOD, which will result in a more pedestrian-friendly, integrated commercial neighborhood as well as improving existing residential neighborhoods. Thus, continuation of the existing plans would likely result in greater impacts to aesthetics and visual quality, as this Alternative would not provide the benefit of an integrated approach to future development in the SPA that takes advantage of its proximity to the Metro Gold Line. Alternative 1 would result in greater greenhouse gas emissions, as it would not reduce vehicle trips to the same extent as the proposed Plan (because of the plan's TOD focus), despite policies with regard to improving air quality and reducing energy consumption.

Currently, the SPA contains approximately 1,842,178 sf of nonresidential/commercial development, 2,008 single-family residential units and 5,842 multi-family residential units (Los Angeles 2012). The General Plan and the East Los Angeles Community Plan do not have caps for future growth in the SPA, as noted. Therefore, if growth in the SPA exceeds that of the proposed Plan, all population-related impacts would also be greater, and potentially significant. This would include population and housing, public services, recreation, and utilities and service systems. It would be expected that impacts related to geology and soils, hazards, hydrology, and land use would be similar to the impacts of the proposed Plan.

In summary, the greater level of growth in the SPA that would likely occur under Alternative 1 would not reduce the significant and unavoidable impacts of the proposed Plan.

■ Environmental Analysis

As under the proposed Plan, this alternative would not result in a significant impact on scenic vistas because there are no scenic vistas that could be adversely affected. Visual quality and character would likely not be enhanced to the same degree as the proposed Plan because existing land use policies do not include as many specific design and architectural standards to ensure compatibility with surrounding neighborhoods as well as provide for a cohesive development pattern. It is even possible that continuation of the existing land use plans and zoning would result in *greater* impacts than under the proposed Plan to visual character and quality, and these impacts could be *potentially significant*. Similar to the proposed Plan, Alternative 1 would introduce new sources of light and glare in the SPA; however, given the urbanized nature of the SPA, the level of build-out under the existing zoning would not substantially increase the level of light and glare in the area. All impacts would be *less than significant*, similar to the proposed Plan.

Air Quality

Because the level of development could be greater under the existing plans and zoning, stationary and mobile air contaminants could be increased compared to the proposed Plan. In addition, existing zoning does not promote TOD as the proposed Plan does, which would not result in reductions in vehicle trips. Thus, it is anticipated that air quality impacts of Alternative 1 would be *greater* than the impacts of the proposed Plan, and would be *potentially significant*.

Biological Resources

There are no sensitive natural communities in the SPA or in the adjacent communities. The SPA is in a highly urbanized portion of Southern California. There is no Habitat Conservation Plan applicable to the SPA. Therefore, similar to the proposed Plan, there would be *no impact*. Several special-status bird species have the potential to nest and/or occur within the SPA. Development under current zoning could result in potentially significant impacts to nesting birds through nest abandonment or mortality to eggs and chicks. Development activities could also result in noise, dust, increased human activity, and other indirect impacts to nesting avian species within the plan area. The CDFW has provided standard protocols for survey and mitigation for one of these species, burrowing owl. Other species are protected under the MBTA and CFGC. Impacts to protected species would be reduced to less than significant through compliance with applicable regulations and standard mitigation measures. Potential impacts to wetlands from development under Alternative 1 would similarly be reduced to less than significant through compliance with wetland protection regulations, CWA provisions, and appropriate site-specific mitigation. Impacts with regard to conflicts with adopted ordinances protecting biological resources would be the same as under the proposed Plan with implementation of site-specific mitigation measures. Overall, the impacts to biological resources from Alternative 1 would be substantially similar to the impacts of the proposed Plan, and would be *less than significant*.

Cultural Resources

Development under current zoning could adversely affect historic, archaeological, or paleontological resources, or disturb human remains. Compliance with standard regulations and site-specific mitigation measures, the impacts to cultural resources would be substantially similar to the impacts of the proposed Plan, and would be *less than significant*.

Geology/Soils

Alternative 1 would result in similar soil disturbance, including excavation and grading activities, as the proposed Plan. All new structures would be subject to the requirements of the CBC. Therefore, the impacts of this alternative would be substantially similar to the impacts of the proposed Plan, and would be *less than significant*.

Greenhouse Gas Emissions

Because the level of development could be greater under the existing plans and zoning, greenhouse gas emissions could be increased compared to the proposed Plan. In addition, existing zoning does not promote TOD as the proposed Plan does, which would not result in reductions in vehicle trips and reduction in GHG emissions. Thus, it is anticipated that GHG impacts of Alternative 1 would be *greater* than the impacts of the proposed Plan, and would be *potentially significant*.

Hazards/Hazardous Materials

The SPA is not within the jurisdiction of an airport land use plan and would not alter flight patterns. Development under Alternative 1 with current zoning would occur in the same area as the development under the proposed Plan. Similar soil-disturbing activities would also occur. Therefore, exposure to hazardous materials would be substantially similar to the proposed Plan. Compliance with local, state, and federal regulations would ensure there would be no significant impact. Similar to the proposed Plan, maintenance of adequate emergency access would be ensured through coordination with the police and fire departments. These impacts would be *less than significant*, similar to the proposed Plan. Future development under Alternative 1 would result in a slightly different mix of uses than with implementation of the proposed Plan, including potential industrial uses that could emit hazardous emissions or handle hazardous materials. Therefore, in this respect, the impact of Alternative 1 would likely be *greater* than the impacts under the proposed Plan, and *potentially significant*.

Hydrology/Water Quality

Development under Alternative 1 would be required to comply with all NPDES requirements, similar to the proposed Plan. Site-specific drainage studies could be required on a project-by-project basis at the discretion of the County. While the development under Alternative 1 would likely be a somewhat different mix of uses than the proposed Plan, the footprints of future development in the SPA would be substantially similar and would result in similar impacts to drainage and water quality. There would be similar impacts from inundation by seiches as the proposed Plan. Overall, the impacts of Alternative 1 on hydrology and water quality would be substantially similar to the impacts identified for the proposed Plan, and would be *less than significant*.

Land Use/Planning

Development under Alternative 1 would be expected to be consistent with the existing land use plans and zoning, and would not result in a conflict with the policies of these plans. Similarly, Alternative 1 would not conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria. Alternative 1 could result in division of an established community, depending on the types of projects proposed, which would be a **greater** level of impact than the proposed Plan, and **potentially significant**.

Noise

Because the level of development could be greater under the existing plans and zoning, stationary and mobile sources of noise could be increased compared to the proposed Plan. In addition, existing zoning does not promote TOD as the proposed Plan does, which would not result in reductions in vehicle trips, which would also result in increased noise. Thus, it is anticipated that noise impacts of Alternative 1 would be **greater** than the impacts of the proposed Plan, and would be **potentially significant**.

Population/Housing

The General Plan and the East Los Angeles Community Plan do not have caps for future growth in the SPA, as noted. Therefore, if growth in the SPA exceeds that of the proposed Plan, all population-related impacts would also be **greater**, and **potentially significant**, compared to the proposed Plan.

Public Services

The General Plan and the East Los Angeles Community Plan do not have caps for future growth in the SPA, as noted. Therefore, if growth in the SPA exceeds that of the proposed Plan, all population-related impacts would also be **greater**, and **potentially significant**, compared to the proposed Plan.

Recreation

The General Plan and the East Los Angeles Community Plan do not have caps for future growth in the SPA, as noted. Therefore, if growth in the SPA exceeds that of the proposed Plan, all population-related impacts would also be **greater**, and **potentially significant**, compared to the proposed Plan.

Traffic/Transportation

The General Plan and the East Los Angeles Community Plan do not have caps for future growth in the SPA, as noted. Therefore, if growth in the SPA exceeds that of the proposed Plan, all population-related impacts would also be **greater**, and **potentially significant**, compared to the proposed Plan. In addition, existing zoning does not promote TOD as the proposed Plan does, which would not result in reductions in vehicle trips and would have a greater impact on the circulation system.

Utilities/Service Systems

The General Plan and the East Los Angeles Community Plan do not have caps for future growth in the SPA, as noted. Therefore, if growth in the SPA exceeds that of the proposed Plan, all population-related impacts would also be **greater**, and **potentially significant**, compared to the proposed Plan.

■ Attainment of Project Objectives

Alternative 1 would not meet most of the project objectives, as it would not provide the complementary mix of uses as under the proposed Plan. It would not: provide for the community's transition from its predominately low-medium density to medium density residential and fragmented development pattern into an attractive and desirable transit and pedestrian-oriented urban community containing distinct and quality mixed-use neighborhoods and districts with housing, office, retail, restaurants, personal services, hotels, community facilities, and parks; develop a mix and choices of use to enable residents and workers to meet their basic needs within the East Los Angeles community; develop land uses and densities that maximize ridership and support public investment in transit facilities, while reducing regional traffic congestion, pollution, and greenhouse gas emissions; develop housing in the East Los Angeles community area for a variety of persons and households who choose to live in an active, urban environment; match new housing opportunities with jobs in the East Los Angeles community area, enabling residents to live close to where they work; allow for flexibility in the mix of land uses that responds to market conditions as they evolve over the next 20 years and beyond; provide opportunities for the development of uses that complement one another, such as locating retail, restaurants, hotels, and financial services near offices and residences; locate buildings to create an intimate "village" environment that encourages walking; establish zoning and design guidelines for ground floor uses and facades, streets, sidewalks, landscaping, lighting, and signage that facilitate pedestrian use; promote and support the completion of multi-use trails, sidewalks, and pathways to provide connectivity within the community area and maximize the use of transit by residents and workers through the placement and density of land uses, and the creation of safe and attractive pedestrian and bike routes to the Gold-Line light-rail station; break up internal "superblocks" into a smaller grid of streets that promotes pedestrian activity; develop an area-wide greenways network and parklands to unify and provide recreational amenities for residents and workers in the community area; promote the development of small, urban-scaled parklands, plazas, and public spaces providing recreational opportunities for residents and workers. It would meet some of the project objectives related to improving the aesthetics and architectural appearance of the community area, providing a symbolic and functional entry to the community, increasing revenues and jobs, and improving roadway infrastructure.

The proposed Specific Plan contains numerous and specific goals intended to improve both the appearance and functionality of the East Los Angeles community, and, importantly, provide for transit-oriented development in a pattern that promotes walkability and bicycle use, as well as direct access to the Gold-Line light-rail station. Additionally, the proposed Plan includes a transit overlay zone to allow for transit-oriented uses, and also includes new residential development, which use is necessary to realize the full benefit of transit-oriented development. Alternative 1 would not achieve these goals, and would not achieve the realization of various community goals in the proposed Plan.

6.5.2 Alternative 2: Reduced Plan Map Area Alternative

■ Description

This alternative would alter the SPA's northern and southern boundary to include only the 3rd and 1st Street corridors, reducing the SPA from 1,128.6 acres to 232 acres. The remaining redevelopment as

outlined by the proposed Plan would not occur. The four Metro station areas located along 3rd Street would be transformed into transit centers, the same as under the proposed Plan, with a mix of commercial and residential uses. Mixed-use buildings would incorporate amenities such as public plazas, outdoor dining, and public art as provided by the proposed development in Specific Plan Chapter 5 (Appendix B). The transit centers would serve residents, visitors, and employees. An increase in the variety and quality of goods and services would be expected. The SPA's corridors would experience moderate change, with context-sensitive infill development, an improved streetscape, and an increase in the variety and quality of goods and services. Minor changes would be expected in the residential neighborhoods, consisting of improvements in streetscape, improvement in private property maintenance, and an increase in open space and green elements, such as street trees and landscaping. This alternative would not redevelop the corridors of Cesar Chavez Boulevard or Atlantic Boulevard as under the proposed Plan. This alternative would result in no additional single-family residential units, 7,453 fewer multifamily dwellings, and 2,438,747 less commercial square footage compared to the proposed Plan. Compared to existing conditions, Alternative 2 would result in an increase of 3,529 multifamily residential units and 4,323,675 sf of commercial uses.

■ Environmental Analysis

Aesthetics

There are no designated scenic vistas in the SPA, and Alternative 2 would result in less-than-significant impacts on scenic vistas, the same as for the proposed Plan. Also similar to the proposed Plan, development under Alternative 2 would not be visible from or obstruct views from a regional riding or hiking trail. The same streetscape improvements, pedestrian-friendly amenities, and attractive building façades would improve the visual character of 1st and 3rd Streets in the vicinity of the Metro Gold Line stations. However, this alternative would not improve the visual quality of the Cesar Chavez or Atlantic Boulevard corridors or provide the same level of goods and services as the proposed Plan. This alternative would also result in similar impacts with regard to light, glare, and shadows as the proposed Plan. Overall, impacts with regard to aesthetics would be *greater* than under the proposed Plan, although likely still *less than significant*.

Air Quality

This alternative would result in a reduced level of development and would be restricted to improvements along 1st and 3rd Streets. Even though it would not accommodate the same level of growth as the proposed Plan, impacts to air quality would be anticipated to be substantially similar to the proposed Plan because older, less energy-efficient uses would remain, resulting in greater stationary sources of air contaminants, but the TOD along 1st and 3rd Streets would decrease vehicle trips and fewer mobile sources; this would likely balance the air quality impacts. Similar to the proposed Plan, Alternative 2 could violate an air quality standard or contribute substantially to an existing or projected air quality violation and result in a cumulatively considerable net increase of one or more criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Therefore, on balance, the impacts to air quality from implementation of this alternative would be *substantially similar* to the impacts of the proposed Plan, and would not reduce the *significant and*

unavoidable impact of the proposed Plan with regard to air quality standards, since construction activities could still exceed these daily standards.

Biological Resources

Because Alternative 2 would result in a lower level of overall development, potential impacts to biological resources would be similarly reduced compared to the proposed Plan. Similar to the proposed Plan, impacts to biological resources would be *less than significant* upon compliance with applicable regulations protecting sensitive species, migratory birds, and wetlands.

Cultural Resources

The lower level of development under Alternative 2 would reduce the risk of adverse effects on historic, archaeological, and paleontological resources. These impacts, with appropriate mitigation assumed to be implemented, would be *reduced* compared to the proposed Plan, and would be *less than significant*.

Geology/Soils

The lower level of development under Alternative 2 would reduce the extent of ground-disturbing activities such as excavation and grading. However, this reduction in risk would be offset by the seismic risks associated with the older, more deteriorated buildings along Cesar Chavez and Atlantic Boulevard. New development would be built to the current CBC, which minimizes these risks. These impacts, with appropriate mitigation assumed to be implemented, would be *substantially similar* to the impacts of the proposed Plan and would be *less than significant*.

Greenhouse Gas Emissions

This alternative would result in a reduced level of development and would be restricted to improvements along 1st and 3rd Streets. Similar to the proposed Plan, while the amount of development is known, the development will be spread out over 20 years and the phasing of the construction will be determined by market need. Therefore, the construction details would be difficult, if not impossible to quantify due to the variables associated with daily construction activity (e.g., construction schedule, number and types of equipment, etc.). Emissions would be anticipated to be lower during years where the area is experiencing an economic slowdown and higher during years where the economic situation is at peak. It is anticipated that the daily average emissions (between existing and 2035) could still exceed the SCAQMD's recommended thresholds for construction emissions, although individual years (and months and days) would vary substantially over the planning horizon. Even though it would not accommodate the same level of growth as the proposed Plan, impacts with respect to GHG emissions would be anticipated to be substantially similar to the proposed Plan because older, less energy-efficient uses would remain, resulting in greater stationary sources of GHGs, but the TOD along 1st and 3rd Streets would decrease vehicle trips and fewer mobile sources; this would likely balance the GHG impacts. Similar to the proposed Plan, Alternative 2 could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, on balance, the impacts to GHGs from implementation of this alternative would be *substantially similar* to the impacts of the proposed Plan, and this alternative would *not reduce* the *significant and unavoidable* impact of the proposed Plan with regard to GHG emissions.

Hazards/Hazardous Materials

A lower level of development would result in less construction that could result in exposure to contaminated soil or groundwater. However, existing uses would remain along Cesar Chavez and Atlantic Boulevards, which could include businesses that handle or dispose of hazardous materials such as auto repair shops or dry cleaners. Therefore, it is likely that the impacts of this alternative on hazards and hazardous materials would be *substantially similar* to the impacts of the proposed Plan, and, with mitigation and compliance with applicable regulations, be *less than significant*.

Hydrology/Water Quality

The lower level of development under Alternative 2 would reduce the extent of ground-disturbing activities such as excavation and grading, activities that could affect water quality and drainage patterns. However, this reduction in risk would be partially offset by the greater level of hardscape that would exist along Cesar Chavez and Atlantic Boulevard. New development would include larger areas of green/permeable space, which reduces risks of flooding, drainage changes, and effects on water quality. These impacts, with appropriate mitigation assumed to be implemented, would be *substantially similar* to the impacts of the proposed Plan and would be *less than significant*.

Land Use/Planning

Development under Alternative 2 would be expected to be consistent with existing land use plans and would not result in a conflict with the policies of these plans. Similarly, Alternative 2 would not conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria. Alternative 2 would not result in division of an established community, which would be a *substantially similar* impact as the proposed Plan, and *less than significant*.

Noise

Because Alternative 2 would accommodate a lower level of growth compared to the proposed Plan, and the TOD elements would still be incorporated, it would be expected that noise and vibration impacts from mobile sources would be reduced, as traffic growth would not be as extensive as under the proposed Plan. There would be less of a permanent increase in ambient noise. However, residential development would still be constructed adjacent to the Gold Line and vibration impacts would remain significant. Stationary noise impacts would be anticipated to be substantially similar to the impacts of the proposed Plan. Therefore, the impact would remain *significant and unavoidable*.

Population/Housing

Because the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, all population-related impacts would also be *less* compared to the proposed Plan, and *less than significant*.

Public Services

Because the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, all population-related impacts would also be *less* compared to the proposed Plan, and *less than significant*.

Recreation

Because the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, all population-related impacts would also be *less* compared to the proposed Plan, and *less than significant*.

Traffic/Transportation

Alternative 2 could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The impacts that would no longer be significant under the Alternative 2 land use plan, by intersection number and name, are as follows:

5. Hazard Avenue/Cesar Chavez Avenue—PM peak—no impacts remaining
6. Eastern Avenue/Cesar Chavez Avenue—PM peak—no impacts remaining
10. Mednik Avenue/Cesar Chavez Avenue—PM peak—no impacts remaining
13. Rowan Street/1st Street—PM peak—no impacts remaining
14. Gage Avenue/1st Street—PM peak—no impacts remaining
15. Sunol Drive/1st Street—PM peak—no impacts remaining
17. Mednik Avenue/1st Street—PM peak—no impacts remaining
18. Lorena Street/4th Street—PM peak—no impacts remaining
20. Rowan Street/3rd Street—PM peak—no impacts remaining
27. McDonnell Avenue/3rd Street—AM and PM peak—no impacts remaining
29. La Verne Avenue/3rd Street—AM and PM peak—no impacts remaining

Impacts at twenty-two intersections would remain significant under Alternative 2. The unsignalized intersections of Indiana Street/Cesar Chavez Avenue and could be mitigated with signalization. Twenty significant and unavoidable impacts would then remain after implementation of those mitigation measures. Therefore, even though the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, and would still include TOD, Alternative 2 would *not reduce* the *significant and unavoidable* impacts of the proposed Plan.

Utilities/Service Systems

Because the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, all population-related impacts would also be *less* compared to the proposed Plan, and *less than significant*.

■ Attainment of Project Objectives

Alternative 2 would minimally meet some of the project objectives, as it would not include the full extent of TOD development as under the proposed Plan. It would not: provide for the full extent of the community's transition from its predominately low-medium density to medium density and limited development pattern into a fully utilized transit and pedestrian-oriented urban community containing distinct and quality mixed-use neighborhoods and districts with housing, office, retail, restaurants, personal services, hotels, community facilities, and parks. As mentioned previously, an increase in the variety and quality of goods and services would be expected. However, this alternative would result in no additional single-family residential units, 7,453 fewer multifamily dwellings, and 2,438,747 less commercial square footage compared to the proposed Plan. Alternative 2 would be substantially similar in meeting some of the project objectives related to biological impacts of the proposed project, geology, minerals and soils, hazards and hazardous materials, hydrology and water quality, land use planning and noise impacts as compared to the proposed Plan. It would help to reduce potential impact areas to a lesser extent in the impact areas of aesthetics, cultural resources, population/housing and employment, public services, recreation and utilities and service systems due to a minimized development scenario reducing the overall potential for such impacts. However, it would also fail to meet the following impact areas related to air quality, greenhouse gas emissions, and transportation and traffic impacts compared to that of the proposed Plan.

The proposed Specific Plan and Alternative 2 both contain specific goals intended to improve both the appearance and functionality of the East Los Angeles community, and, importantly, provide for transit-oriented development in a pattern that promotes walkability and bicycle use, as well as direct access to the Gold-Line light-rail station. However, the proposed Plan would implement such improvements on a higher scale, which would adhere to the project objectives more closely. Additionally, this alternative would result in no additional single-family residential units, 7,453 fewer multifamily dwellings, and 2,438,747 less commercial square footage compared to the proposed Plan. New residential development is necessary to realize the full benefit of transit-oriented development. As such Alternative 2 would not achieve these goals, and would not achieve the realization of various community goals in the proposed Plan.

6.6 ALTERNATIVE 3: REDUCED DEVELOPMENT ALTERNATIVE

■ Description

Alternative 3 represents a 50 percent reduction in overall development in all proposed zones of the proposed Plan. Compared to the proposed Plan, Alternative 3 would increase single-family residential units by 1,144, multifamily residential by 5,491 units, and commercial square footage by 3,381,211 sf.

Some or all building heights would be lower than under the proposed Plan to accommodate the reduced development.

■ Environmental Analysis

Aesthetics

Overall, impacts to aesthetics would be substantially similar to the impacts of the proposed Plan, since all of the policies and design standards related to visual quality would still be incorporated despite the halving of build-out. While impacts related to building heights were determined to be less than significant for the proposed Plan, Alternative 3 would reduce these impacts further, because some or all new building heights would be lower than under the proposed Plan. Therefore, impacts would be ***reduced*** compared to the proposed Plan, although remaining ***less than significant***.

Air Quality

Alternative 3 would not accommodate the same level of growth as the proposed Plan, resulting in reduced air quality emissions from increased traffic. In addition, Alternative 3 would still develop underutilize parcels in the SPA with new, more energy-efficient buildings. Therefore, impacts to air quality would be ***reduced*** compared to the proposed Plan. Similar to the proposed Plan, Alternative 3 could violate an air quality standard or contribute substantially to an existing or projected air quality violation and result in a cumulatively considerable net increase of one or more criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Therefore, on balance, the impacts to air quality from implementation of this alternative would be ***substantially similar*** to the impacts of the proposed Plan, and would not reduce the ***significant and unavoidable*** impact of the proposed Plan with regard to air quality standards because construction activities could still exceed these daily standards.

Biological Resources

As the footprint of development would be the same under Alternative 3 as the proposed Plan, just on a reduced scale, the same amount of vegetation and habitat, if any, would be disturbed. Alternative 3 would comply with all regulations related to sensitive species, migratory birds, and wetlands, and would result in ***substantially similar, less-than-significant*** impacts on biological resources compared to the proposed Plan.

Cultural Resources

As the footprint of development would be the same under Alternative 3 as the proposed Plan, although on a reduced scale, the risks of adverse effects on historic, archaeological, and paleontological resources would remain substantially similar as with the proposed Plan. Alternative 3 would comply with all regulations related to cultural resources, and would result in ***substantially similar, less-than-significant*** impacts on cultural resources compared to the proposed Plan.

Geology/Soils

As the footprint of development would be the same under Alternative 3 as the proposed Plan, just on a reduced scale, a similar amount of ground-disturbing activities would occur. All new development would comply with local, state, and federal requirements with regard to soils handling and mitigation of seismic risks. Therefore, Alternative 3 would result in *substantially similar, less-than-significant* impacts to geology, mineral and soils compared to the proposed Plan.

Greenhouse Gas Emissions

Alternative 3 would not accommodate the same level of growth as the proposed Plan, resulting in reduced GHG emissions from increased traffic. In addition, Alternative 3 would still develop underutilized parcels in the SPA with new, more energy-efficient buildings. Therefore, impacts as a result of GHGs would be *reduced* compared to the proposed Plan. Similar to the proposed Plan, Alternative 3 could violate an air quality standard or contribute substantially to an existing or projected air quality violation and result in a cumulatively considerable net increase of one or more criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Similar to the proposed Plan, Alternative 3 could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts as a result of GHGs from implementation of this alternative would be *reduced* compared to the impacts of the proposed Plan, but because it could still conflict with an applicable plan, policy, or regulation related to GHG emissions, this alternative would *not reduce* the *significant and unavoidable* impact of the proposed Plan with regard to GHG emissions.

Hazards/Hazardous Materials

A lower level of development would result in less construction that could result in exposure to contaminated soil or groundwater. Therefore, it is likely that the impacts of this alternative on hazards and hazardous materials would be *reduced* compared to the impacts of the proposed Plan, but remain, with mitigation and compliance with applicable regulations, *less than significant*.

Hydrology/Water Quality

As the footprint of development would be the same under Alternative 3 as the proposed Plan, just on a reduced scale, a similar amount of ground-disturbing activities would occur that could result in flooding, erosion, drainage changes, or effects on water quality. All new development would comply with local, state, and federal requirements with regard to water quality and erosion. Therefore, Alternative 3 would result in *substantially similar, less-than-significant* impacts to hydrology and water quality compared to the proposed Plan.

Land Use/Planning

Because the same development types are proposed, on a reduced scale, development under Alternative 3 would be consistent with existing land use plans and would not result in a conflict with the policies of these plans, similar to the proposed Plan. Similarly, Alternative 3 would not conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use

criteria. Alternative 3 would not result in division of an established community, which would be a *substantially similar* impact as the proposed Plan, and *less than significant*.

Noise

Because Alternative 3 would accommodate a lower level of growth compared to the proposed Plan, and the TOD elements would still be incorporated, it would be expected that noise and vibration impacts from mobile sources would be reduced, as traffic growth would not be as extensive as under the proposed Plan. There would be less of a permanent increase in ambient noise, but it is unlikely the impact would be reduced to less than significant, as new residents would still be exposed to a significant increase in noise and vibration. Stationary noise impacts would be anticipated to be substantially similar to the impacts of the proposed Plan. Therefore, the impact would remain *significant and unavoidable*.

Population/Housing

Because the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, all population-related impacts would also be *less* compared to the proposed Plan, and *less than significant*.

Public Services

Because the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, all population-related impacts would also be *less* compared to the proposed Plan, and *less than significant*.

Recreation

Because the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, all population-related impacts would also be *less* compared to the proposed Plan, and *less than significant*.

Traffic/Transportation

Alternative 3 could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The impacts that would no longer be significant under the Alternative 3 land use plan, by intersection number and name, are as follows:

5. Hazard Avenue/Cesar Chavez Avenue—PM peak—no impacts remaining
6. Eastern Avenue/Cesar Chavez Avenue—PM peak—no impacts remaining
10. Mednik Avenue/Cesar Chavez Avenue—PM peak—no impacts remaining
13. Rowan Street/1st Street—PM peak—no impacts remaining
14. Gage Avenue/1st Street—PM peak—no impacts remaining
15. Sunol Drive/1st Street—PM peak—no impacts remaining

- 17. Mednik Avenue/1st Street—PM peak—no impacts remaining
- 18. Lorena Street/4th Street—PM peak—no impacts remaining
- 20. Rowan Street/3rd Street—PM peak—no impacts remaining
- 23. Downey Road/3rd Street—AM peak—no impacts remaining
- 27. McDonnell Avenue/3rd Street—AM and PM peak—no impacts remaining
- 29. La Verne Avenue/3rd Street—AM and PM peak—no impacts remaining

Impacts at twenty-one intersections would remain significant under Alternative 3. The unsignalized intersections of Indiana Street/Cesar Chavez Avenue and could be mitigated with signalization. Nineteen significant and unavoidable impacts would then remain after implementation of those mitigation measures.

While the number of intersections significantly affected by the proposed Plan could be reduced, there would still be significant and unavoidable impacts at some intersections. Therefore, even though the growth accommodated by Alternative 3 would be reduced compared to the proposed Plan, and would still include TOD, Alternative 3 would *not reduce* the *significant and unavoidable* impacts of the proposed Plan.

Utilities/Service Systems

Because the growth accommodated by Alternative 2 would be reduced compared to the proposed Plan, all population-related impacts would also be *less* compared to the proposed Plan, and *less than significant*.

■ Attainment of Project Objectives

Alternative 3 would minimally meet some of the project objectives, as it would reduce overall development by 50 percent of the full extent of TOD development as under the proposed Plan. It would not: provide for the full extent of the community's transition from its predominately low-medium density to medium density and limited development pattern into a fully utilized transit and pedestrian-oriented urban community containing distinct and quality mixed-use neighborhoods and districts with housing, office, retail, restaurants, personal services, hotels, community facilities, and parks. However, this alternative would result in an increase in single-family residential units by 1,444 units, 5,491 more multifamily units, and an additional 3,381,211 commercial square footage compared to the proposed Plan. Alternative 3 would be substantially similar in meeting some of the project objectives related to biological impacts, cultural resources, geology, minerals and soils, hydrology and water quality, land use planning as compared to the proposed Plan. It would help to reduce potential impact areas to a lesser extent in the impact areas of aesthetics, hazards and hazardous materials, population/housing and employment, public services, recreation and utilities and service systems due to a minimized development scenario reducing the overall potential for such impacts. However, it would also fail to meet the following impact areas related to air quality, greenhouse gas emissions, and transportation and traffic similar to the proposed Plan.

As such, the proposed Plan and Alternative 3 both contain specific goals intended to improve both the appearance and functionality of the East Los Angeles community, and, importantly, provide for transit-oriented development in a pattern that promotes walkability and bicycle use, as well as direct access to the Gold-Line light-rail station. However, the proposed Plan would implement such improvements on a higher scale, which would adhere to the project objectives more closely. Additionally, this alternative would result in a reduction of commercial use square footage as compared to the proposed Plan. New commercial development is necessary to realize the full benefit of transit-oriented development. As such Alternative 3 would not achieve these goals, and would not achieve the realization of various community goals in the proposed Plan.

6.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 6-2 (Summary of Impacts of Alternatives) provides a side-by-side comparison of the proposed Plan with the three alternatives. CEQA Guidelines require that an additional alternative be chosen as the Environmentally Superior alternative from among the remaining alternatives. Neither of the build alternatives would reduce the significant and unavoidable impacts of the proposed Plan to less than significant, although impacts related to air quality, GHG emissions, noise, and traffic would likely be reduced in degree under both alternatives. Alternative 3 would reduce the proposed Plan's significant impacts to a greater extent because it represents the least amount of development spread over a larger area than Alternative 2. Based on the information provided, Alternative 3 is environmentally superior. The proposed Specific Plan is designed to optimize the benefits of TOD along existing corridors and to maximize revitalization of the SPA in view of the Metro Gold Line completion. Alternative 3 would not achieve most of the project's objectives.

However, Alternative 3 would not achieve all of the project objectives. It would not help to cultivate new job creation through the development of commercial land use and address parking through development regulations for infill development and new businesses. The Environmentally Superior alternative is Alternative 3.

Table 6-2 Summary of Impacts of Alternatives

Resource	Proposed Plan	Alternative 1: No Project	Alternative 2: Reduced Plan Map Area	Alternative 3: Reduced Development
Aesthetics	LTS	LTS>	LTS<	LTS<
Air Quality	SU	PS>	SU≈	SU≈
Biological Resources	LTS	LTS≈	LTS≈	LTS≈
Cultural Resources	LTS	LTS≈	LTS<	LTS≈
Geology/Soils	LTS	LTS≈	LTS≈	LTS≈
Greenhouse Gas Emissions	SU	PS>	SU≈	SU<
Hazards/Hazardous Materials	LTS	PS>	LTS≈	LTS<
Hydrology/Water Quality	LTS	LTS≈	LTS≈	LTS≈
Land Use/Planning	LTS	PS>	LTS≈	LTS≈
Noise	SU	PS>	SU<	SU<
Population/Housing	LTS	PS>	LTS<	LTS<
Public Services	LTS	PS>	LTS<	LTS<
Recreation	LTS	PS>	LTS<	LTS<
Traffic/Transportation	SU	PS>	SU	SU
Utilities/Service Systems	LTS	PS>	LTS<	LTS<
Reduces SU impacts in degree?	—	N	Y	Y
Reduces SU impacts of project to LTS?	—	N	N	N
Increases LTS impacts of project to PS?	—	Y	N	N
Meets Project Objectives?	—	None	Some	Some

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable
 ≈ approximately the same; > greater than the proposed Plan; < less than the proposed Plan

6.8 REFERENCES

- California Water Service Company (Cal Water). 2011. *2010 Urban Water Management Plan*, June.
- KOA Corporation. 2014. *Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan*, April 18.
- Los Angeles, City of. 1998. *Draft L.A. CEQA Thresholds Guide*. Exhibit K.2-11 (Sewage Generation Factors), May 14.
- Los Angeles County Department of Regional Planning. 1980. *County of Los Angeles General Plan*, November 25.
- . 2008. *County of Los Angeles General Plan Housing Element*, August 5.
- South Coast Air Quality Management District (SCAQMD). 2008. *CEQA Air Quality Handbook and Thresholds of Significance*, updated 2008. <http://www.aqmd.gov/ceqa/hdbk.html>.

CHAPTER 7 List of Preparers

7.1 LIST OF PREPARERS TABLE

This Program EIR was prepared by Atkins, under contract to and under the direction of the County of Los Angeles. Assisting Atkins in this task was one subconsultant (KOA Corporation—Traffic Impact Analysis) and the County of Los Angeles Department of Regional Planning. Individuals that were directly involved in the preparation of this PEIR are provided in Table 7-1 (List of Preparers).

Table 7-1 List of Preparers	
<i>Name</i>	<i>Issue Area/Role</i>
LEAD AGENCY: COUNTY OF LOS ANGELES	
Phillip Estes, AICP	Principal Planner
CONSULTANT TEAM	
Prime Consultant: Atkins North America	
Alison Rondone	Project Manager, Technical Analysis and Review
Dave Beauchamp	Technical Analysis
Tomoki Demers	Technical Analysis
Jessica Nadolski	Biological Resources
Alice Tackett	Technical Analysis
James Songco	Graphics
Joel Miller	Administrative Coordination, Word Processing, Document Production
Subconsultant: KOA Corporation	
Brian Marchetti	Traffic Project Manager

[THIS PAGE INTENTIONALLY LEFT BLANK]