LOS ANGELES COUNTY
EAST LOS ANGELES 3RD STREET PLAN AND FORM-BASED CODE SPECIFIC PLAN
Final Environmental Impact Report

Volume Ia: Chapters 8 to 11

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

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September 2014

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CHAPTER 8 Introduction to the Final EIR

8.1 CEQA REQUIREMENTS

Before approving a project that may cause a significant environmental impact, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in CEQA Guidelines Section 15132, which states that:

> The Final EIR shall consist of:
>
> (a) The Draft EIR or a revision of the Draft EIR.
>
> (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
>
> (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
>
> (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
>
> (e) Any other information added by the Lead Agency.

The County of Los Angeles as Lead Agency must also provide each public agency that commented on the Draft EIR with a copy of County's response to those comments at least 10 days before certifying the Final EIR. In addition, the County may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

8.2 PUBLIC REVIEW PROCESS

The Draft EIR for the East Los Angeles 3rd Street Specific Plan (proposed project) was circulated for review and comment by the public, agencies, and organizations for a 45-day public review period that began on May 15, 2014, and concluded on June 30, 2014. In response to the Draft EIR, three written letters were received during the review period. In addition, comments were received at the public hearing before the County Hearing Examiner held on June 12, 2014, at the East Los Angeles Community Library.

8.3 CONTENTS AND ORGANIZATION OF THE FINAL EIR

This Final EIR is composed of four volumes. They are as follows:

Volume I — **Draft EIR**—This volume describes the existing environmental conditions in the project area and adjacent communities, and analyzes potential impacts on those conditions due to the proposed plan; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by implementation of the proposed plan in combination with other past, present, and future projects or growth that could occur in the region; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed plan that could eliminate, reduce, or avoid project-related impacts. Text revisions to the Draft EIR resulting from corrections of minor errors and/or

clarification of items are identified in Volume IV, as described below. The Draft EIR is incorporated by reference into the Final EIR.

Volume Ia **Final EIR (Changes to the Draft EIR, Comments and Responses, and the Mitigation Monitoring and Reporting Program)**—This volume contains an explanation of the format and content of the Final EIR; all text changes to the Draft EIR; a complete list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the comment letters received by the County of Los Angeles on the proposed project; the Lead Agency's responses to these comments; and the mitigation monitoring and reporting program for the proposed project. As stated above, the Draft EIR is incorporated by reference into the Final EIR.

Volume II **Draft EIR Appendices (Appendix A to Appendix E)**—This volume includes supporting technical data used in the preparation of the Draft EIR. Included in this volume are:

- Appendix A (Initial Study/Notice of Preparation and NOP Comments)
- Appendix B (East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan [Revised])
- Appendix C (Air Quality Data)
- Appendix D (Greenhouse Gas Emissions Data)
- Appendix E (EDR Reports)

Volume III **Draft EIR Appendices (Appendix F to Appendix G)**—This volume includes supporting technical data used in the preparation of the Draft EIR. Included in this volume are:

- Appendix F (Noise Monitoring Data)
- Appendix G (Traffic Impact Analysis)

8.4 USE OF THE FINAL EIR

Pursuant to CEQA Guidelines Sections 15088(a) and 15088(b), the lead agency must evaluate comments on environmental and CEQA-related issues received from persons who reviewed the Draft EIR and must prepare written responses to each of these comments. The Final EIR allows the public and the County of Los Angeles an opportunity to review the response to comments, revisions to the Draft EIR, and other components of the EIR, prior to the County's decision on the project. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by CEQA Guidelines Section 15090:

- That the Final EIR has been completed in compliance with CEQA

- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the plan
- That the Final EIR reflects the Lead Agency's independent judgment and analysis

Pursuant to CEQA Guidelines Section 15091(a), if an EIR that has been certified for a project identifies one or more significant environmental effects, the lead agency must adopt "Findings of Fact." For each significant impact, the lead agency must make one of the following findings:

1. Changes or alterations have been required in, or incorporated into, the proposed plan which avoid or substantially lessen the significant environmental effect as identified in the EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or plan alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to CEQA Guidelines Section 15091(d), the agency must adopt, in conjunction with the findings, a program for reporting on or monitoring the changes that it has either required in the plan or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring and Reporting Program (MMRP).

Additionally, pursuant to CEQA Guidelines Section 15093(b), when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This document, known as the Statement of Overriding Considerations, is supported by substantial information in the record, which includes this Final EIR. Since the proposed plan could result in significant and unavoidable impacts and cumulative significant and unavoidable impacts, the County would be required to adopt a Statement of Overriding Considerations if it approves the plan as proposed.

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CHAPTER 9 Changes to the Draft EIR

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency staff. Revisions are shown in Section 9.2 (Text Changes) as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and a double underline beneath inserted text. In order to indicate the location in the Draft EIR where text has been changed, the reader is referred to the page number of the Draft EIR as published on May 15, 2014.

9.1 TEXT CHANGES

This section includes revisions to text, by Draft EIR section, that were initiated either by Lead Agency staff or in response to public comments. All changes appear in order of their location in the Draft EIR.

9.1.1 General Topics/Changes

Global

All references to the "3rd Street Specific Plan" throughout the document have been changed to "3rd Street Plan and Form-Based Code Specific Plan."

All references to the "Development Code" of the Specific Plan have been changed to "Form-Based Code."

Global

All references to "Cesar Chavez Avenue" throughout the document have been changed to "Cesar E. Chavez Avenue."

9.1.2 Front Matter

Page vii, list of appendices

Appendix B ~~Proposed Goals and Policies~~East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan [Revised]

9.1.3 Chapter 1, Introduction

Page 1-1, first paragraphs

This environmental impact report (EIR) examines the potential effects of the proposed East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan project (Specific Plan, Plan, or proposed project), which is located within the unincorporated community of East Los Angeles ~~Community~~. The proposed project defines a vision and establishes standards and strategies for the revitalization of the ~~East Los Angeles community~~ Specific Plan area (SPA) using the principles of transit-oriented development

(TOD). The Specific Plan ~~is~~ consists of a form-based code~~-~~ and regulating plan that will ~~replace~~ supersede 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~~ Zoning Ordinance. ~~Implementation~~ Adoption of the ~~Specific Plan~~ proposed project would ~~also~~ amend the General Plan and the East Los Angeles Community Plan land use maps to add a Specific Plan (SP) ~~Overlay in order to provide a renewed vision~~ for the ~~Specific Plan area (SPA), with corresponding development standards and an implementation program~~ entire SPA. Further, all zone classifications for the SPA would be changed to Specific Plan (SP) for the entire SPA.

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 generally comprised of the properties within 0.5 mile of the four Metro Gold Line rail stations in East Los Angeles. The existing Gold Line stations are Indiana, Maravilla, Civic Center, and Atlantic. ~~It~~ The SPA is roughly bounded by Cesar E. 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~~ proposed project includes amending the General Plan and East Los Angeles Community Plan to ~~include a~~ amend the land use classification to Specific Plan ~~overlay~~ for the SPA and to change~~s to~~ the zoning ~~designations~~ classification for the SPA to Specific Plan (S). 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~~, pursuant to the nonconforming review provisions in the zoning ordinance. 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~~ form-based code. The Specific Plan would disallow existing nonconforming development and/or uses.

9.1.4 Chapter 2, Summary

Pages 2-1 to 2-2, last paragraph

The proposed project defines a vision and establishes standards and strategies for the revitalization of the Specific Plan area (SPA) using the principles of transit-oriented development (TOD). The Specific Plan consists of a form-based code and regulating plan that will supersede the East Los Angeles Community Standards District and Zoning Ordinance. Adoption of the Specific Plan would amend the General Plan and the East Los Angeles Community Plan land use maps to add a Specific Plan (SP) for the entire SPA. Further, all zone classifications for the SPA would be changed to Specific Plan (SP) for the entire SPA. ~~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).~~

Page 2-2, Section 2.3.1 (Summary of Proposed Changes), first three paragraphs

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~~ pursuant to the non-conforming review provisions in the zoning ordinance. 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~~ is expected 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. …

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~~ form-based code that provides discrete development regulations for all new buildings and parking areas.

Pages 2-6 to 2-23, Table ES-1

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*
…			
		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 *less than significant*.	PS	~~**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~~1** ~~All commercial, retail, and~~ New multifamily projects or those residential ~~development~~ portions of new mixed-use projects shall ~~provide~~ unbundle the cost of parking ~~mitigation such that~~ from the cost of living areas, either by charging a ~~minimum reduction of 4 percent of~~ rent or lease fee, or by selling 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~~ space separately.	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 this impact, but not to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.	PS	**MM4.2-~~3~~2** ~~As a condition of approval of~~ During project construction, all ~~development/redevelopment projects within~~ internal combustion engines/construction equipment operating on the ~~Specific Plan area, the County~~ project site shall ~~require building contractors~~ meet United States Environmental Protection Agency-Certified Tier 3 emissions standards or higher, according 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~~	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*
		~~pollutants and are nontoxic, in accordance with SCAQMD Rule 1113.~~ ■ All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations. ■ All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations. ■ A copy of each unit's certified tier specification, Best Available Control Technologies documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be provided at the time of mobilization of each applicable unit of equipment. ~~**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.~~ **MM4.2-5**~~3~~ ~~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.~~ Disallow wood-burning fireplaces in new residential units. ~~**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~~	

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*
		~~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.~~	
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*.	PS	**MM4.2-2** and **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 *significant and unavoidable*.	PS	**MM4.2-~~10~~4** ~~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~~ If, during subsequent project-level environmental review, the County determines that a project could result in toxic air contaminants (TAC) that have the potential to exceed California Air Resources Board Air Quality and Land Use Handbook (June 2005, or most current adaptation)~~; or conduct a development~~ standards, the County may require that applicants for such projects conduct a 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

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*
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*.	PS	**MM4.2-11**~~5~~ ~~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.~~ If, during project-level review, the County determines that a project has the potential to emit nuisance odors beyond the property lines, an odor management plan may be required. If an odor management plan is determined to be required, the County shall require the project applicant to submit the plan prior to approval to ensure compliance with the applicable Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the Best Available Control Technologies for Toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	LTS
		BIOLOGICAL RESOURCES	
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*.	PS	~~**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).~~ **MM4.3-2**~~**2**~~**1**~~ 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.~~ Project construction-related activities likely to have the potential of disturbing suitable bird nesting habitat shall be prohibited from February 1 through August 31, unless a biological monitor acceptable to the Director of the County of Los Angeles Department of Regional Planning surveys the project area prior to disturbance to confirm that disturbance to habitat will not result in the failure of active	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*
		nests on-site or immediately adjacent to the area of disturbance. Disturbance shall be defined as any activity that physically removes and/or damages vegetation or habitat, any action that may cause disruption of nesting behavior such as noise exceeding 90 dB from equipment, or direct artificial night lighting. Surveys shall be conducted on the subject property within 500 feet of disturbance areas no earlier than three days prior to the commencement of disturbance. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than three days will have elapsed between the survey and ground disturbance activities. The Applicant or the Project's Construction Manager shall provide the biologist with plans detailing the extent of proposed ground disturbance prior to the survey effort. If active nests are found, clearing and construction shall be postponed or halted within a buffer area established by the biological monitor that is suitable to the particular location of the nest (typically 300 feet for most birds and 500 feet for raptors) and acceptable to the Director of the County of Los Angeles Department of Regional Planning, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of any further attempt at nesting. Buffer distances may be modified by the Director if a different buffer zone is shown to be suitable to the particular location. Limits of construction to avoid an active nest shall be established in the field with highly visible construction fencing, and construction personnel shall be instructed on the sensitivity of nest areas. Occupied nests within the buffer established by the biological monitor and adjacent to the construction site shall also be avoided to ensure nesting success. A qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. The results of the surveys, including graphics showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the County of Los Angeles Department of Regional Planning and California Department of Fish and Wildlife within 14 days of completion of the pre-construction surveys to document compliance with applicable state and federal laws pertaining to the protection of native birds. If any state or federally listed bird species (e.g., coastal California gnatcatcher, southwestern willow flycatcher) are detected during the course of pre-construction nesting bird surveys, all construction-related activity shall be postponed, and the Applicant shall consult with appropriate agencies (California Department of Fish and Wildlife, U.S. Fish and Wildlife Service) and obtain any necessary take permits prior to the commencement of any construction-related activity. If any state or federally listed species are detected within the limits of construction during construction that were not detected during the pre-construction nesting bird surveys, construction-related activity shall cease, and the Applicant shall consult with appropriate agencies and obtain any necessary take permit before resuming any work. In addition to any take permit conditions that may be required by California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service, mitigation of occupied coastal California gnatcatcher habitat shall be provided at	

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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*
		a minimum of 3:1 mitigation-to-impact ratio. Proof of habitat mitigation in keeping with the 3:1 requirement shall be provided to the County of Los Angeles before any construction-related activity can commence or resume. **MM4.3-3~~2~~2** ~~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.~~ *Special-Status Roosting Bats.* To avoid the direct loss of bats that could result from disturbance to trees or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark) or structures that contain a hibernating bat colony, the following steps shall be taken: ■ To the extent feasible, demolition or disturbance to suitable bat roosting habitat shall be scheduled between October 1 and February 28, outside of the maternity roosting season. ■ If trees must be encroached during the maternity season (March 1 to September 30), or structures must be removed at any time of the year, a qualified bat specialist shall conduct a pre-construction survey to identify those trees or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats. ■ Each tree or structure identified as potentially supporting an active maternity roost and each structure potentially supporting a hibernating colony shall be closely inspected by the bat specialist no greater than 7 days prior to tree disturbance to more precisely determine the presence or absence of roosting bats. ■ If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, it is preferable to bring down trees or structures in a controlled manner using heavy machinery. In order to ensure the optimum warning for any roosting bats that may still be present, the trees or structures shall be nudged lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. Trees or structures may then be pushed to the ground slowly under the supervision of a bat specialist. Felled trees shall remain in place until they are inspected by a bat specialist. Trees that are known to be bat roosts shall not be sawn up or mulched immediately. A period of at least 48 hours shall elapse prior to such operations to allow bats to escape. Bats shall be allowed to escape prior to demolition of buildings. This may be accomplished	

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*
		by placing one way exclusionary devices into areas where bats are entering a building that allow bats to exit but not enter the building. ■ Maternity season lasts from March 1 to September 30. Trees or structures determined to be maternity roosts shall be left in place until the end of the maternity season. A structure containing a hibernating colony shall be left in place until a qualified biologist determines that the bats are no longer hibernating. The bat specialist shall document all demolition monitoring activities and prepare a summary report to the County upon completion of tree disturbance or building demolition activities. If Townsend's big-eared bat is detected during pre-construction surveys, all construction-related activity shall be halted immediately and CDFW shall be notified. Work may only resume subsequent to CDFW approval. *Bat Relocation.* If confirmed occupied or formerly occupied bat roosting habitat is destroyed, artificial bat roosts of comparable size and quality shall be constructed and maintained at a suitable undisturbed area. The design and location of the artificial bat roosts shall be determined by the bat specialist in consultation with CDFW. In exceptional circumstances, such as when roosts cannot be avoided and bats cannot be evicted by non-invasive means, it may be necessary to capture and transfer the bats to appropriate natural or artificial bat roosting habitat in the surrounding area. Bats raising young or hibernating shall not be captured and relocated. Capture and relocation shall be performed by the bat specialist in coordination with CDFW, and shall be subject to approval by LACDRP and CDFW. A monitoring plan shall be prepared for the replacement roosts, which shall include performance standards for the use of the replacement roosts by the displaced species, as well as provisions to prevent harassment, predation, and disease of relocated bats. Annual reports detailing the success of roost replacement and bat relocation shall be prepared and submitted to LACDRP and CDFW for five years following relocation or until performance standards are met, whichever period is longer.	

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
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*.	PS	**MM4.3-43** If, during subsequent project-level review, the County determines that a project could have a potentially significant impact on wetland features or local drainage, ~~T~~the project applicant shall consult with the U.S. Army Corps of Engineers (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~~ the 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 *less than significant*.	PS	**MM4.3-54** Projects within the Specific Plan (SPA) area shall be designed with the intention of preserving large (~~six~~ 6-inch diameter or greater 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~~ the County 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 ~~e~~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 ~~e~~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 *less than significant*.	PS	**MM4.4-1** ~~Prior to issuance of the first permit for projects pursuant to the Specific Plan,~~ If, during any subsequent project-level review and prior to development, activities that would demolish or otherwise physically ~~affect any listed or potentially eligible historic~~ alter buildings, structures, or features ~~aged 50 years old~~ of an officially listed historic or ~~older~~ cultural resource; or ~~affect their~~ historic ~~setting~~ buildings, structures, or features officially determined eligible for designation as a historic or cultural resource, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History shall be retained by the project applicant, at the discretion of the County, 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~~	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*
		~~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~~ may 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.	
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*.	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 Angles 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.~~ In the event archaeological resources are encountered during project construction, all ground-disturbing activities within the vicinity of the find shall cease and a qualified archaeologist shall be notified of the find. The archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System–South Central Coastal Information Center, evaluate the significance of the find, and if significant, determine and implement the appropriate mitigation in accordance with the U.S. Secretary of the Interior and California Office of Historic Preservation guidelines, including but not limited to a Phase III data recovery and associated documentation. The archaeologist shall prepare a final report about the find to be filed with the Applicant, the County of Los Angeles	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		Department of Regional Planning, and the California Historical Resources Information System–South Central Coastal Information Center, as required by the California Office of Historic Preservation. The report shall include documentation of the resources recovered, a full evaluation of the eligibility with respect to the California Register of Historical Resources, and treatment of the resources recovered. In the event of a find, archaeological and Native American monitoring shall be provided thereafter for any ground-disturbing activities within the boundary of the archaeological site.	
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*.	PS	**MM4.4-3** Prior to ~~issuance of the first building permit for projects pursuant to the Specific Plan~~ any earth-disturbing activities (e.g. excavation, trenching, grading) that could encounter previously undisturbed soil, 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

…

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		GEOLOGY/SOILS	
…			
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~~ County regulations, this impact would be *less than significant*.	LTS	No mitigation measures required.	LTS
…			
		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 *significant and unavoidable*.	PS	**MM4.6-1** ~~Prior~~ If, during project-level review, the County determines that a project has the potential to ~~issuance of building permits,~~ exceed SCAQMD 2035 thresholds for GHG emissions, the applicant shall ~~be evaluated for~~ submit a GHG emissions analysis report of the proposed project ~~and a report issued~~ to the 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
…			

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		HAZARDS/HAZARDOUS MATERIALS	
…			
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*.	PS	**MM4.7-1** Prior to the issuance of grading permits on any project site, the ~~site developer~~ applicant(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~~,~~ or 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~~ applicant(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~~,~~ or 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. …	LTS
…			

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		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 *significant and unavoidable*.	PS	**MM4.10-1** *HVAC Mechanical Equipment Shielding.* ~~For each development under the Specific Plan, p~~Prior to the approval of ~~building permits or site plan review for~~ a new nonresidential development, the ~~project sponsor~~ applicant shall submit ~~a design plan~~ an acoustical analysis 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, p~~Prior to the approval of ~~building permits or site plan review for~~ a new nonresidential ~~land uses~~ project, the applicant shall submit an acoustical analysis ~~shall be performed~~ to the County 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 operation of 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, p~~Prior to the approval of ~~building permits or site plan review for the following uses~~ a new multifamily project, the applicant shall submit to the County an acoustical analysis ~~shall be performed~~ to ensure that interior noise levels due to exterior noise sources ~~shall be~~ are below 45 dBA CNEL: ■ ~~Single family or m~~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 exterior 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 exterior 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	LTS

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		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.	
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*.	PS	**MM4.10-4** *Construction Vibration.* For all construction activities ~~for projects~~ within the Specific Plan area, individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be limited Monday through Friday from 8:00 a.m. to 5:00 p.m. No such activity shall occur on weekends or legal holidays. The County shall retain approval authority for pile-driving activities for all projects under the Specific Plan, 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. d. The project contractor shall submit a construction vibration control plan to the County for approval prior to commencement of construction activities. e. The applicant shall consider the use of less-vibration-intensive equipment or construction techniques (e.g., drilled piles to eliminate use of vibration-intensive pile driver). **MM4.10-5** No pile-driving activities shall occur adjacent to any listed historic or cultural resource; or historic buildings, structures, or features officially determined eligible for designation as a historic or cultural resource 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 site plan review. If it is determined that pile-driving would likely cause damage to ~~adjacent fragile~~ such 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~~ of a project ~~sponsor~~ that requires an approved haul	SU

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		route, the applicant 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~~ when commercial corridors are accessible. **MM4.10-7** *Gold Line Groundborne Vibration.* For each new development 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~~ the applicant 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.	
…			
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*.	PS	**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:~~ Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained in accordance with manufacturers' specifications to assure that no additional noise, due to worn or improperly maintained parts is generated. ■ ~~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~~	LTS

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		~~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.~~	
…			
PUBLIC SERVICES			
…			
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.	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.~~ Applicants of developments shall comply with County Code Chapter 22.72; a Library Facilities Mitigation Fee, as required by Chapter 22.72, shall be paid by the applicant to the County of Los Angeles Public Library. The fee must be paid prior to the issuance of a building permit, and proof of payment shall be provided to the Department of Regional Planning.	LTS

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		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 *less than significant*.	PS	**MM4.13-1** ~~Project developers~~ Applicants of residential subdivisions shall comply with the County's Quimby Ordinance through a combination of new park development and/or in-lieu fee payment~~s 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~~ project. The ~~mitigation~~ in-lieu fee payment shall be to the County made ~~on~~ prior to the recordation of ~~a building permit by building permit basis by the developer for discretionary projects~~ final map. The fee must be paid prior to the recordation of the final map and proof of payment shall be provided to the Department of Regional Planning.	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 *significant and unavoidable*.	PS	~~**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~~ ~~**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:~~	SU

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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*
		~~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,~~	

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*
		~~or construction materials and equipment hauling.~~	
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*.	PS	**MM4.14-1** The County shall require traffic engineering firms, which are retained to prepare traffic impact studies for future development projects, to consult with Caltrans when a development proposal meets the requirements of statewide, regional, or areawide significance per CEQA Guidelines Section 15206(b). Proposed developments meeting the criteria of statewide, regional, or areawide include: ■ Proposed residential developments of more than 500 dwelling units ■ Proposed shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 gross square feet of floor space ■ Proposed commercial office buildings employing more than 1,000 persons or encompassing more than 250,000 gross square feet of floor space ■ Proposed hotel/motel developments of more than 500 rooms When the CEQA criteria or regional significance are not met, the County shall require transportation engineers and/or Lead Agency representatives consult with Caltrans when proposed developments include the following characteristics: ■ Proposed developments that have the potential to cause a significant impact to state highway facilities (rights-of-way, intersections, interchanges, etc.) and when required mitigation improvements are proposed in the Initial Study ■ Proposed developments that assign 50 or more trips (passenger-car-equivalent trips) during peak hours to a state highway/freeway ■ Proposed developments that assign 10 or more trips (passenger-car-equivalent trips) during peak hours to a state highway/freeway off-ramp ■ Proposed developments that are located adjacent to a state highway facility and that require a Caltrans encroachment permit (exceptions: additions to single-family homes, 10 residential units or less) ~~**MM4.14-1** and **MM4.14-2** would apply.~~	SU
…			

9.1.5 Chapter 3, Project Description

Page 3-1, Section 3.1.2 (Specific Plan Area), third paragraph

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~~ Fourteen public schools are in the SPA, including seven elementary, two middle, and ~~three~~ four 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.

Pages 3-10 to 3-11, beginning with last paragraph

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~~ eight community planning principles guided the Specific Plan and framed the residents' vision of their community:

1. Community pride and culture
2. Improve development standards and establish a new form-based code
3. Increase jobs and stimulate the local economy
4. Increase quality retail and services
5. Improve and facilitate additional housing
6. Balance mobility and improve access to public transit
7. Enhance pedestrian comfort and safety
8. Improve access to recreational facilities and open space

~~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~~

Page 3-12, Section 3.5 (Project Characteristics), second and third paragraphs

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~~ form-based 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~~ may be required by the proposed development in Specific Plan Chapter 5 (Appendix B). …

Page 3-12, Section 3.5.1 (Proposed Land Use Changes), first paragraph

~~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 consists of a form-based code and regulating plan that will supersede the East Los Angeles Community Standards District and Zoning Ordinance. Adoption of the proposed project would amend the General Plan and the East Los Angeles Community Plan land use maps to change the land use classification to Specific Plan (SP) for the entire SPA. Further, all zone classifications for the SPA would be changed to Specific Plan (SP) for the entire SPA. 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~~ pursuant to the provisions for non-conforming uses in the zoning ordinance. 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.

Page 3-13, last bulleted item

- Protect the character of existing residential neighborhoods by focusing transformative changes in Specific Plan and the ~~development~~ form-based code to the TOD, CC, FS, AB, and NC zones.

Page 3-16, "3rd Street and the Station Areas" section, first paragraph

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~~ proposed to enable local residents to utilize recreational fields after school, during weekends and summer months.

Page 3-18, Section 3.5.2 (Development Code), first paragraph

3.5.2 ~~Development~~ Form-Based Code

Proposed Specific Plan Chapter 5 sets forth the ~~Development~~ Form-Based 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~~ Form-Based Code ~~Plan~~ contains provisions that establish regulations (including but not limited to, standards such as heights, uses, parking requirements, and signage ~~which~~ that are different from, more restrictive than, or more permissive than what would otherwise be allowed pursuant to the provisions contained in the Zoning Ordinance, the ~~Development~~ Form-Based Code would prevail and supersede the applicable provision of the Zoning Ordinance. For matters on which the ~~Development~~ Form-Based Code is silent, applicable provisions of the Zoning Ordinance shall control. Whenever the ~~Development~~ Form-Based 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~~ Form-Based 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~~ Form-Based Code.

The ~~Development~~ Form-Based 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~~ Form-Based 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~~ Form-Based 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~~ Form-Based Code's approach to regulating neighborhood character and building design begins from larger to smaller scale. …

9.1.6 Section 4.1, Aesthetics

Page 4.1-1, "Visual Character of Specific Plan Area" section, first paragraph

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. However, there remains some notable early to middle twentieth century historic

buildings along 3rd Street, and Atlantic and Pomona Boulevards, and within the residential core. The existing buildings represent a mix of architectural styles, with no consistent architectural style dominant.

Page 4.1-2, first bullet

- **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~~ prolonged deferred maintenance. 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.

Page 4.1-2, last bullet

- **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~~Mednik 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. …

Page 4.1-3, second full bullet

- **Cesar E. Chavez Avenue West**—The historic urban character of Cesar E. 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 and in front of buildings and is often accessed via alleys. This corridor is developed ~~in a~~ with strip-mall~~-~~style buildings, commercial buildings that exhibit a historical development pattern, along 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.

Pages 4.1-3 to 4.1-4, third and fourth bullets

- **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~~ Rowan Avenue. 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~~ in this corridor.

Page 4.1-8, second and third paragraphs following Impact 4.1-1

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, interspersed with some notable historic buildings. 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 a 10-foot minimum for the upper floor. …

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~~ Form-Based Code. …

Page 4.1-9, first paragraph following Impact 4.1-2

Existing aesthetic conditions within the SPA generally consist of strip-mall-style development combined with residential lots, interspersed with some notable historic buildings. 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. …

Page 4.1-10, first partial and first full paragraphs

… 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~~ Form-Based Code, which contains zone specific standards for development project under the Specific Plan. Standards set forth in the ~~Development~~ Form-Based Code include, …

Implementation of the standards set forth by the ~~Development~~ Form-Based Code would develop and update the eight zones within the SPA with a cohesive and visually unified aesthetic theme. Furthermore, the ~~Development~~ Form-Based Code identifies zone-specific standards to enhance each corridor with

specific aesthetic features to further exhibit the corridor's history and identity. … 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.

Page 4.1-12, third and fourth full paragraphs

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

…

Furthermore, the proposed Specific Plan ~~Development~~ Form-Based 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.

Page 4.1-14, third paragraph

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~~ Form-Based Code. …

Page 4.1-14, last paragraph

The community of East Los Angeles is an urban, developed area that generally consists of strip-mall-style development combined with residential lots, interspersed with some notable historic buildings. 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.

Page 4.1-15, first paragraph

The proposed Specific Plan would provide a framework for future development within the SPA, concentrated along the Cesar E. 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~~ Form-Based Code (discussed above) would develop and update the eight zones within the SPA with a cohesive and visually unified aesthetic theme. Furthermore, the ~~Development~~ Form-Based 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~~ Form-Based 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.

9.1.7 Section 4.2, Air Quality

Page 4.2-21, second full paragraph

However, implementation of mitigation measure~~s~~ MM4.2-1 ~~and MM4.2-2~~ would reduce impacts to 2.96 MT CO_2e/person and 2.70 MT CO_2e/person respectively for 2020 and 2035. Therefore, the proposed Plan is determined to be consistent with the RTP/SCS. Mitigation measure~~s~~ MM4.2-1 ~~and MM4.2-2~~ result~~s~~ in a reduction of VMT, which in turn provide~~s~~ 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~~1 *~~All commercial, retail, and~~ New multifamily projects or those residential ~~development~~ portions of new mixed-use projects shall ~~provide~~ unbundle the cost of parking ~~mitigation such that~~ from the cost of living areas, either by charging a ~~minimum reduction of 4 percent of~~ rent or lease fee, or by selling 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~~ space separately.*

Pages 4.2-22 to 4.2-23, "Construction Emissions" section, second paragraph

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~~2 *~~As a condition of approval of~~ During project construction all ~~development/redevelopment projects within~~ internal combustion engines/construction equipment operating on the ~~Specific Plan area, the County~~ project site shall ~~require building contractors~~ meet United States Environmental Protection Agency-Certified Tier 3 emissions standards or higher, according 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.*~~
- *All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.*
- *All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.*
- *A copy of each unit's certified tier specification, Best Available Control Technologies documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be provided at the time of mobilization of each applicable unit of equipment.*

~~***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.*~~

Pages 4.2-23 to 4.2-24, last paragraph

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. … Mitigation measures MM4.2-~~5~~3 ~~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~~ This mitigation measures ~~reduces~~ the amount of criteria pollutants that would be generated and emitted through the day ~~-~~to-~~-~~day operation of the project.

MM4.2-5~~3~~ ~~*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.*~~*Disallow wood-burning fireplaces in new residential units.*

~~***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~~3 ~~through MM4.2-9 will~~ would 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, PM_{10}, 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***.

Page 4.2-25, Impact 4.2-3 discussion

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 PM_{10}, $PM_{2.5}$, 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 PM_{10} (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~~ new development pursuant to the proposed plan would be significant on a project level, and the Basin is in nonattainment for ozone, PM_{10}, 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 PM_{10} and $PM_{2.5}$ directly, and the thresholds for NO_X and ROG (precursors for ~~O~~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.

Page 4.2-27, first full paragraph

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~~4 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~~4 ~~*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*~~ *If, during subsequent project-level environmental review, the County determines that a project could result in toxic air contaminants (TAC) that have the potential to exceed California Air Resources Board Air Quality and Land Use Handbook (June 2005, or most current adaptation)~~; or conduct a development~~ standards, the County may require that applicants for such projects conduct a 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, NO_2, PM_{10}, 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 at this time predominantly residential, new development would occur relatively close to existing sensitive receptors. Individual projects, even with implementation of the mitigation measures MM4.2-32 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.

Page 4.2-28, Impact 4.2-5 discussion

Based on mitigation measure MM4.2-117, each individual development project under the proposed Plan would be required to evaluate the project with respect to odor impacts. …

MM4.2-117 *As a condition of approval all development/redevelopment under the Specific Plan area If the County determines that a discretionary development project could result in a significant impact by exposing a substantial number of people to objectionable odors, prior to the issuance of a building permit, the County shall require the applicant to submit an analysis of the potential of the project to generate objectionable odors so that would affect a substantial number of people or of the development placing people near existing objectionable odor sources feasible mitigation measures can be implemented to reduce impacts to less than significant.*

Pages 4.2-29 to 4.2-30, first paragraph

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 PM_{10}, $PM_{2.5}$ and lead. … Implementation of mitigation measures MM4.2-1, MM4.2-2, and MM4.2-4 through MM4.2-93 would reduce these impacts, but not to below the regulatory thresholds. …

…

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. … However, implementation of mitigation measure MM4.2-104 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.

Pages 4.2-30 to 4.2-31, first full paragraph

Construction activities have the potential to impact local sensitive receptors due to close proximity of the construction emissions with sensitive receptors. … 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. …

There are existing land uses within the SPA that have the potential to emit odors. … Based on MM4.2-~~11~~5, 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~~5, impacts from objectionable odors would result in a ***less-than-significant cumulative*** impact with mitigation.

9.1.8 Section 4.3, Biological Resources

Page 4.3-1, seventh bulleted item

- Local Land Use and ~~Development~~ Form-Based Codes, East Los Angeles Community Plan, and Los Angeles County Sensitive Bird Species information

Page 4.3-31, first heading

Local Land Use and ~~Development~~ Form-Based Codes

Page 4.3-33, mitigation measure MM4.3-1

~~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).~~*

Pages 4.3-34 to 4.3-35, beginning with mitigation measure MM4.3-2

MM4.3-~~2~~1 *~~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.*~~*Project construction-related activities likely to have the potential of disturbing suitable bird nesting habitat shall be prohibited from February 1 through August 31, unless a biological monitor acceptable to the Director of the County of Los Angeles Department of Regional Planning surveys the project area prior to disturbance to confirm that disturbance to habitat will not result in the failure of active nests on-site or immediately adjacent to the area of disturbance. Disturbance shall be defined as any activity that physically removes and/or damages vegetation or habitat, any action that may cause disruption of nesting behavior such as noise exceeding 90 dB from equipment, or direct artificial night lighting. Surveys shall be conducted on the subject property within 500 feet of disturbance areas no earlier than three days prior to the commencement of disturbance. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than three days will have elapsed between the survey and ground disturbance activities. The Applicant or the Project's Construction Manager shall provide the biologist with plans detailing the extent of proposed ground disturbance prior to the survey effort.*

If active nests are found, clearing and construction shall be postponed or halted within a buffer area established by the biological monitor that is suitable to the particular location of the nest (typically 300 feet for most birds and 500 feet for raptors) and acceptable to the Director of the County of Los Angeles Department of Regional Planning, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of any further attempt at nesting. Buffer distances may be modified by the Director if a different buffer zone is shown to be suitable to the particular location. Limits of construction to avoid an active nest shall be established in the field with highly visible construction fencing, and construction personnel shall be instructed on the sensitivity of nest areas. Occupied nests within the buffer established by the biological monitor and adjacent to the construction site shall also be avoided to ensure nesting success. A qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. The results of the surveys, including graphics showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the County of Los Angeles Department of Regional Planning and California Department of Fish and Wildlife within 14 days of completion of the pre-construction surveys to document compliance with applicable state and federal laws pertaining to the protection of native birds.

If any state or federally listed bird species (e.g., coastal California gnatcatcher, southwestern willow flycatcher) are detected during the course of pre-construction nesting bird surveys, all construction-related activity shall be postponed, and the Applicant shall consult with appropriate agencies (California Department of Fish and Wildlife, U.S. Fish and Wildlife Service) and obtain any necessary take permits prior to the commencement of any construction-related activity. If any state or federally listed species are detected within the limits of construction during construction that were not detected during the pre-construction nesting bird surveys, construction-related activity shall cease, and the Applicant shall consult with appropriate agencies and obtain any necessary take permit before resuming any work. In addition to any take permit conditions that may be required by California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service, mitigation of occupied coastal California gnatcatcher habitat shall be provided at a minimum of 3:1 mitigation-to-impact ratio. Proof of habitat mitigation in keeping with the 3:1 requirement shall be provided to the County of Los Angeles before any construction-related activity can commence or resume.

…

MM4.3-3~~2~~ ~~*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.*~~

Special-Status Roosting Bats. *To avoid the direct loss of bats that could result from disturbance to trees or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark) or structures that contain a hibernating bat colony, the following steps shall be taken:*

- *To the extent feasible, demolition or disturbance to suitable bat roosting habitat shall be scheduled between October 1 and February 28, outside of the maternity roosting season.*
- *If trees must be encroached during the maternity season (March 1 to September 30), or structures must be removed at any time of the year, a qualified bat specialist shall conduct a pre-construction survey to identify those trees or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats.*
- *Each tree or structure identified as potentially supporting an active maternity roost and each structure potentially supporting a hibernating colony shall be closely inspected by the bat specialist no greater than 7 days prior to tree disturbance to more precisely determine the presence or absence of roosting bats.*
- *If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, it is preferable to bring down trees or structures in a controlled manner using heavy machinery. In order to ensure the optimum warning for any roosting bats that may still be present, the trees or structures shall be nudged lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. Trees or structures may then be pushed to the ground slowly under the supervision of a bat specialist. Felled trees shall remain in place until they are inspected by a bat specialist. Trees that are known to be bat roosts shall not be sawn up or mulched immediately. A period of at least 48 hours shall elapse prior to such operations to allow bats to escape. Bats shall be allowed to escape prior to demolition of buildings. This may be accomplished by placing one way exclusionary devices into areas where bats are entering a building that allow bats to exit but not enter the building.*
- *Maternity season lasts from March 1 to September 30. Trees or structures determined to be maternity roosts shall be left in place until the end of the maternity season. A structure containing a hibernating colony shall be left in place until a qualified biologist determines that the bats are no longer hibernating.*

The bat specialist shall document all demolition monitoring activities and prepare a summary report to the County upon completion of tree disturbance or building demolition activities. If Townsend's big-eared bat is detected during pre-construction surveys, all construction-related activity shall be halted immediately and CDFW shall be notified. Work may only resume subsequent to CDFW approval.

Bat Relocation. *If confirmed occupied or formerly occupied bat roosting habitat is destroyed, artificial bat roosts of comparable size and quality shall be constructed and maintained at a suitable undisturbed area. The design and location of the artificial bat roosts shall be determined by the bat specialist in consultation with CDFW.*

In exceptional circumstances, such as when roosts cannot be avoided and bats cannot be evicted by non-invasive means, it may be necessary to capture and transfer the bats to appropriate natural or

artificial bat roosting habitat in the surrounding area. Bats raising young or hibernating shall not be captured and relocated. Capture and relocation shall be performed by the bat specialist in coordination with CDFW, and shall be subject to approval by LACDRP and CDFW.

A monitoring plan shall be prepared for the replacement roosts, which shall include performance standards for the use of the replacement roosts by the displaced species, as well as provisions to prevent harassment, predation, and disease of relocated bats.

Annual reports detailing the success of roost replacement and bat relocation shall be prepared and submitted to LACDRP and CDFW for five years following relocation or until performance standards are met, whichever period is longer.

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~~,~~ and MM4.3-2~~, and MM4.3-3~~ would reduce this impact to a ***less-than-significant*** level.

Page 4.3-35, mitigation measure MM4.3-4

MM4.3-4~~3~~ *If, during subsequent project-level review, the County determines that a project could have a potentially significant impact on wetland features or local drainage, ~~T~~the project applicant shall consult with the U.S. Army Corps of Engineers (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~~ the 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.*

Page 4.3-36, mitigation measure MM4.3-5

MM4.3-5~~4~~ *Projects within the Specific Plan (SPA) area shall be designed with the intention of preserving large (~~six~~ 6-inch diameter or greater 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~~ the County 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 ~~c~~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 ~~c~~County staff.*

9.1.9 Section 4.4, Cultural Resources

Page 4.4-13, "Los Angeles County Code" section, first paragraphs

County Code Title 3, 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 Part 26, Chapter 22.52, contains the provisions for the County's Mills Act program. The purpose of the program is to provide an incentive for owners of qualified historical properties within the unincorporated areas of the County to preserve, restore, and rehabilitate the historic character of such properties, thereby providing an historical, architectural, social, artistic, and cultural benefit to the citizens of the County, as authorized by the provisions of California Government Code Title 5, Division 1, Part 1, Chapter 1, Article 12 (commencing with Section 50280), which are commonly known as the "Mills Act." The Mills Act ordinance was adopted by the Board of Supervisors on November 26, 2013, and was operational in May 2014.

County Code Part 9, ~~Section~~ Chapter 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.

Page 4.4-15, mitigation measure MM4.4-1

MM4.4-1 *~~Prior to issuance of the first permit for projects pursuant to the Specific Plan,~~ If, during any subsequent project-level review and prior to development, activities that would demolish or otherwise physically ~~affect any listed or potentially eligible historic~~ alter buildings, structures, or features ~~aged 50 years old~~ of an officially listed historic or ~~older~~ cultural resource; or ~~affect their~~ historic ~~setting~~ buildings, structures, or features officially determined eligible for designation as a historic or cultural resource, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History shall be retained by the project applicant, at the discretion of the County, 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~~ may 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.*

Page 4.4-16, mitigation measure MM4.4-2

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 Angles 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.*~~ *In the event archaeological resources are encountered during project construction, all ground-disturbing activities within the vicinity of the find shall cease and a qualified archaeologist shall be notified of the find. The archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System–South Central Coastal Information Center, evaluate the significance of the find, and if significant, determine and implement the appropriate mitigation in accordance with the U.S. Secretary of the Interior and California Office of Historic Preservation guidelines, including but not limited to a Phase III data recovery and associated documentation. The archaeologist shall prepare a final report about the find to be filed with the Applicant, the County of Los Angeles Department of Regional Planning, and the California Historical Resources Information System–South Central Coastal Information Center, as required by the California Office of Historic Preservation. The report shall include documentation of the resources recovered, a full evaluation of the eligibility with respect to the California Register of Historical Resources, and treatment of the resources recovered. In the event of a find, archaeological and Native American monitoring shall be provided thereafter for any ground-disturbing activities within the boundary of the archaeological site.*

Page 4.4-17, mitigation measure MM4.4-3

MM4.4-3 *Prior to* ~~*issuance of the first building permit for projects pursuant to the Specific Plan*~~ *any earth-disturbing activities (e.g. excavation, trenching, grading) that could encounter previously undisturbed soil, 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.

9.1.10 Section 4.5, Geology/Soils

Page 4.5-10, Impact 4.5-2

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~~ County regulations, this impact would be *less than significant.***

9.1.11 Section 4.6, Greenhouse Gas Emissions

Pages 4.6-19 to 4.6-20, last paragraph

Mitigation measures MM4.2-1 ~~through MM4.2-5~~ and ~~MM4.2-8 through~~ MM4.2-~~9~~3 (in Section 4.2 [Air Quality]) would reduce GHG emissions within the SPA. Mitigation measure~~s~~ MM4.2-1 ~~and MM4.2-2~~ would reduce VMT and, therefore, would reduce GHG emissions associated with the combustion of fuels. Mitigation measure~~s~~ MM4.2-~~3~~2 ~~and MM4.2-4~~ include~~s~~ the use of more~~-~~efficient construction equipment, which would reduce the combustion of fuels associated with construction. Mitigation measure~~s~~ MM4.2-~~5~~3 ~~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 would 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 CO_2e) shows the reduction of emissions with the implementation of mitigation measures MM4.2-1 through MM4.2-~~9~~3. 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~~ If, during project-level review, the County determines that a project has the potential to ~~issuance of building permits,~~ exceed SCAQMD 2035 thresholds for GHG emissions, the applicant shall ~~be~~*

~~evaluated for~~ submit a GHG emissions analysis report of the proposed project ~~and a report issued~~ to the 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.

Page 4.6-20, last paragraph

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~~3~~, MM4.2-8, MM4.2-9,~~ and MM4.6-1. …

Page 4.6-20, last paragraph

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~~3~~, MM4.2-8, and MM4.2-9~~ would reduce this impact from GHG emissions. …

9.1.12 Section 4.7, Hazards/Hazardous Materials

Page 4.7-2, "Land Uses" section, first paragraph

The ~~approximately~~ 2.5-~~-~~square-~~-~~mile SPA is currently developed with low-medium density and medium-density residential, with public uses and parks scattered throughout. ~~Thirteen~~ Fourteen public schools are in the SPA, including seven elementary, two middle, and ~~three~~ four high schools, as well as one K–12 special education center and six private and out-of-TOD-area schools.

Pages 4.7-22 to 4.7-23, mitigation measure MM4.7-1

MM4.7-1 *Prior to the issuance of grading permits on any project site, the ~~site developer~~ applicant(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~~,~~ or 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~~ applicant(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~~,~~ or 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.*

9.1.13 Section 4.9, Land Use/Planning

Page 4.9-2, first partial paragraph

… 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~~ Fourteen public schools are in the SPA, including seven elementary, two middle, and ~~three~~ four high schools, as well as one K–12 special education center.

Page 4.9-8, "Zoning Ordinance (Los Angeles County Municipal Code Title 22)" section

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 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. …

Page 4.9-9, following fifth bullet

- 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.~~

Pages 4.9-9 to 4.9-11

~~**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.~~

Goal 1 *Enhance and preserve East Los Angeles' distinctive community character.* Preserve the community's unique sense of place by requiring high standards of architecture, good urban design, and ample landscaping in order that new development complements historic architecture and the cultural richness of our community.

Policies

- Enhance, preserve, and celebrate East Los Angeles' historic and cultural resources.
- New development and redevelopment shall be consistent with the intent of this Specific Plan and the Development Code.
- Provide a mix of land uses along the corridors of 3rd Street, 1st Street, Atlantic Boulevard, Beverly Boulevard, and Cesar E. Chavez Avenue. Buildings should accommodate retail businesses, services, or restaurants, and other similar active uses on the ground floor.
- Preserve the density of the residential neighborhoods.
- Require private development and public improvements to facilitate coherent, compatible, attractive, and well-designed mixed-use corridors and neighborhoods in the Specific Plan area.
- Require new signs to be high quality, appropriately scaled for the building type, and pedestrian-oriented as required by the Development Code.
- Encourage the integration of public art in private and public development.

Goal 2 *Economic vitality and jobs.* Establish the Specific Plan area as a preferred place to work, live, play, and visit. Ensure the future economic stability of East Los Angeles by providing an active labor force, successful retailing, and high value employment opportunities.

Policies

- Activate the Specific Plan area by fostering a complementary variety of commercial, residential, and institutional uses.
- Stimulate and diversify the Specific Plan area's economic base and create high value employment opportunities.
- Partner with the business community, property owners, and residents to share responsibility for implementing this Specific Plan and achieving its goals.
- Encourage a complementary mix of national brand and local merchant businesses.
- Efficiently manage the supply and demand for parking to accommodate customer, commuter, and resident parking requirements.

Goal 3 *Provide a range of housing.* Provide quality housing for a diverse range of income levels. Encourage compatible infill development that preserves the historic character of existing residential neighborhoods while promoting redevelopment.

Policies

- Facilitate the development of a mixture of housing types that meet the diverse needs of the community.
- Enhance the historic and cultural character of the community by ensuring that new development and renovations display high standards of architecture, urban design and landscaping.
- Focus higher density housing near transit stations in mixed-use buildings and maintain existing densities in the residential neighborhoods.

Goal 4 *Activate the public realm.* Maintain and enhance public places such as streetscapes, parks, plazas, recreational places, and open spaces. Encourage development that activates the public realm and enhances the pedestrian experience.

Policies

- Enhance the public realm through careful placement and design of street trees, bicycle lanes, and road diets.
- Establish and maintain enhanced, interconnected green streets with street trees.
- Establish attractive community gateways, including at Indiana and 3rd Streets, and at Atlantic Boulevard and 3rd Street.
- Encourage outdoor dining and seating areas and other pedestrian-friendly uses in mixed-use buildings.
- Improve access to recreational amenities and encourage the shared use of existing public facilities.

Goal 5 *Improve mobility and transportation choices.* Promote a convenient and integrated transportation system that efficiently and effectively serves the community to make East Los Angeles a place where people choose to walk, bike, or ride public transit, rather than drive a car.

Policies

- Provide access to and within East Los Angeles through a range of transportation options, emphasizing walking, bikes, rail, and buses.
- While promoting alternative transportation modes, maintain adequate vehicle movement for commercial use and public safety.

Goal 6 *A sustainable community.* Ensure public health, safety and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

Policies

- Improve and maintain the community tree canopy, open spaces, landscaping, and green streets.

- Require new development to employ best management practices to improve the quality of urban storm water runoff and groundwater recharge.
- Provide adequate public facilities and services to serve new development and maintain current services

Page 4.9-14, last bulleted item

- Protect the character of existing residential neighborhoods by focusing transformative changes in Specific Plan and the ~~development~~ form-based code to the TOD, CC, FS, AB, and NC zones.

Page 4.9-22, Table 4.9-3, consistency analysis for Policy GV P3.3

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*
…	
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~~ form-based 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.
…	

9.1.14 Section 4.10, Noise

Pages 4.10-24 to 4.10-25, mitigation measures MM4.10-1 to MM4.10-3

MM4.10-1 HVAC Mechanical Equipment Shielding. *~~For each development under the Specific Plan, p~~Prior to the approval of ~~building permits or site plan review for~~ a new nonresidential development, the ~~project sponsor~~ applicant shall submit ~~a design plan~~ an acoustical analysis 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, p~~Prior to the approval of ~~building permits or site plan review for~~ a new nonresidential ~~land uses~~ project, the applicant shall submit an acoustical analysis ~~shall be performed~~ to the County 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 operation of 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, p*~~*Prior to the approval of* ~~*building permits or site plan review for the following uses*~~ *a new multifamily project, the applicant shall submit to the County an acoustical analysis* ~~*shall be performed*~~ *to ensure that interior noise levels due to exterior noise sources* ~~*shall be*~~ *are below 45 dBA CNEL:*

- ~~*Single-family or m*~~*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 exterior 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 exterior 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.*

Page 4.10-27, mitigation measures MM4.10-4 to MM4.10-6

MM4.10-4 Construction Vibration. *For all construction activities* ~~*for projects*~~ *within the Specific Plan area, individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be limited Monday through Friday from 8:00 a.m. to 5:00 p.m. No such activity shall occur on weekends or legal holidays. The County shall retain approval authority for pile-driving activities for all projects under the Specific Plan, 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.

d. The project contractor shall submit a construction vibration control plan to the County for approval prior to commencement of construction activities.

e. The applicant shall consider the use of less-vibration-intensive equipment or construction techniques (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

MM4.10-5 *No pile-driving activities shall occur adjacent to any listed historic or cultural resource; or historic buildings, structures, or features officially determined eligible for designation as a historic or cultural resource 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 site plan review. If it is determined that pile-driving would likely cause damage to ~~adjacent fragile~~ such 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~~ of a project ~~sponsor~~ that requires an approved haul route, the applicant 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~~ when commercial corridors are accessible.*

Page 4.10-28, mitigation measure MM4.10-7

MM4.10-7 Gold Line Groundborne Vibration. *For each new development 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~~ the applicant 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.*

Pages 4.10-31 to 4.10-32, mitigation measure MM4.10-8

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:~~ Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained in accordance with manufacturers' specifications to assure that no additional noise, due to worn or improperly maintained parts is generated.*

- *~~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.*~~

9.1.15 Section 4.11, Population/Housing

Page 4.11-1, "Population" section, first paragraph

According to the 2010 U.S. Census, Los Angeles County, ~~one of the largest counties~~ the most populous county 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. …

9.1.16 Section 4.12, Public Services

Page 4.12-6, first paragraph following Impact 4.12-1

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. Existing uses within the SPA would be subject to the nonconforming use provisions of the zoning ordinance. ~~In all cases, existing uses within the SPA would be allowed to remain under the Specific Plan.~~

Page 4.12-13, Section 4.12-11 (Environmental Setting), second paragraph

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~~ four continuation/specialized schools, including Esteban E. Torres High School, 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).

Page 4.12-14, Table 4.12-2

Table 4.12-2 Schools Serving the Specific Plan Area

School (Grades)	*Address*	*2012/13 Enrollment*[a]	*Pupil Density per Acre*	*Maximum Eligible Pupils*
Belvedere ES (K–5)	3724 East 1st 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 E. 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
Esteban E. Torres HS (9–12)	4211 Dozier St Los Angeles, CA 90063	N/A	N/A	N/A
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).

Page 4.12-25, first paragraph following Impact 4.12-4

Implementation of the Specific Plan would result in an increase in ~~residential~~ development, which would increase the demand for library service. …

~~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.~~ County Code Chapter 22.72 requires a Library Facilities Mitigation Fee for all developments in the

County. This fee must be paid prior to the issuance of a building permit. 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 ~~p~~Plan, the construction of which could result in significant environmental impacts. ~~This impact would be **less than significant** with i~~Implementation of mitigation measure MM4.12-1 would ensure that this impact would remain ***less than significant***.

Page 4.12-26, 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.*~~ *Applicants of developments shall comply with County Code Chapter 22.72; a Library Facilities Mitigation Fee, as required by Chapter 22.72, shall be paid by the applicant to the County of Los Angeles Public Library. The fee must be paid prior to the issuance of a building permit, and proof of payment shall be provided to the Department of Regional Planning.*

9.1.17 Section 4.13, Recreation

Page 4.13-11, first paragraph following Impact 4.13-1

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. Existing legal non-conforming uses within the SPA would subject the nonconforming use review provisions of the zoning ordinance. In all cases, existing uses within the study area would be allowed to remain under the Specific Plan.

Page 4.13-12

MM4.13-1 ~~*Project developers*~~ *Applicants of residential subdivisions shall comply with the County's Quimby Ordinance through a combination of new park development and/or in-lieu fee payment*~~*s 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*~~ *project. The* ~~*mitigation*~~ *in-lieu fee payment shall be to the County made* ~~*on*~~ *prior to the recordation of a* ~~*building permit by building permit basis by the developer for discretionary projects*~~ *final map. The fee must be paid prior to the recordation of the final map and proof of payment shall be provided to the Department of Regional Planning.*

9.1.18 Section 4.14, Transportation/Traffic

Page 4.14-5, "Traffic Level of Service" section, first paragraph

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.

Table 4.14-2 Level of Service Range Definitions

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~~April 18, 2014).

LOS = level of service; V/C = volume-to-capacity

Page 4.14-7, "Existing Trip Generation" section, first paragraph

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 E or below ~~under existing conditions~~:

Page 4.14-12, "Methodology" section, first paragraph

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 Los Angeles County Department of Public Works (LACDPW) maintains a set of Traffic Impact Analysis Report guidelines that establish the criteria used to determine whether or not an individual land development project will have a significant impact on the transportation network. However, the East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan is a policy-level document that establishes policies guiding development, but it does not dictate the development pattern of the area; therefore, it cannot predict where and when impacts, if any, will occur within the plan area.

Page 4.14-13, following first partial paragraph

… 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.

Planned bicycle facilities and roadway cross-sectional changes were considered for the pre-Project analysis. Proposed bicycle lane facilities were assumed to not affect study intersection configurations, as it is common for bicycle lanes and other facilities to blend with vehicle approach lanes at intersections.

A project to modify roadway cross-sections would occur on Downey Road within the SPA. The Downey Road project would implement a "road diet" project that would reduce the number of through lanes from four to two. This will enable the pedestrian path to be reconstructed along western side of Calvary Cemetery.

The implementation of the Downey Road project was assumed to occur within the Specific Plan timeframe, by the build-out year analyzed for the proposed Plan. The post-Project analysis therefore incorporates a reduction in through lanes at the applicable approaches to the Downey Road study intersections.

Thresholds of Significance

A significant impact is normally defined when new vehicle trips generated by a specific project or groups of projects would cause level of service values, volume-to-capacity ratios, or other measured variables to deteriorate below a minimum acceptable threshold or increase by a set maximum amount. These thresholds and maximums are specified by the local agency.

The performance standards used to evaluate traffic volumes and design capacities on the study area roadway system were based on peak-hour operations of the analyzed study intersections.

The evaluation of traffic impacts was based on the jurisdictional location of each study intersection. Significant traffic impact guidelines of the County of Los Angeles and the City of Los Angeles are documented below. Intersections on the boundary of or within the City were analyzed using the City guidelines. These intersections are located on the west end of the Specific Plan study area.

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

The County does not specify acceptable LOS for the purpose of long-range planning. However, in conformance with the Los Angeles County CMP, the minimum acceptable level of service on arterial roads (i.e. major, secondary, and limited secondary highways) is LOS E, except where the base year LOS is worse than LOS E. In such cases, the base year LOS is the minimum acceptable level of service.

City of Los Angeles Significance Criteria

The City of Los Angeles Department of Transportation (LADOT) has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of study intersections. The following increases in peak-hour V/C ratios are considered significant impacts:

Level of Service	*Final V/C**	*Project Related v/c increase*
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

Final V/C is the V/C ratio, considering impacts from the project, ambient growth, and cumulative projects.

Mitigation measures are also required, based on the County CMP guidelines, if approval and construction of a project will result in significantly worsened operations within the level of service value of F.

Mitigation measures for an area plan should also be considered when traffic conditions are forecasted to decline to levels of service that are defined as deficient by the local agency. Any worsening of operations at a study intersection to LOS E (nearing capacity) or LOS F (at or over capacity) was also considered to be significant for purposes of this traffic analysis.

Qualification of these significance standards, for locations within the County of Los Angeles, is provided by the Public Review Draft of the 2014 Los Angeles County General Plan. The circulated document has specific guidance on mitigation at poor levels of service that has been considered within this document. The General plan is not yet adopted by the County, but the goals and policies within that document have served to guide the conclusions of this document.

The Draft General Plan policies support alternatives modes of transportation, a quality walking environment, investments in transit, and specifically for proposed policy M4.7 states the following: "Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation."

The Public Review Draft of the General Plan also states in Policy M4.6: "Support alternative LOS standards that account for a multimodal transportation system," allowing for incorporation of all major

travel modes into future traffic analyses undertaken for development projects within the Specific Plan area.

Page 4.14-14 through page 4.14-22, immediately following Impact 4.14-1

The County maintains a set of Traffic Impact Analysis Report Guidelines that establish the criteria based upon which an individual project is determined to have a significant impact on the transportation network. However, the East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan is a policy-level document that establishes policies guiding development, but it does not dictate the development pattern of the area; therefore, it cannot predict where and when impacts, if any, will occur within the Specific Plan area.

The County does not specify acceptable LOS for the purpose of long-range planning. However, in conformance with the Los Angeles County Congestion Management Program (CMP), the minimum acceptable level of service on arterial roads (i.e. major, secondary, and limited secondary highways) is LOS E, except where base year LOS is worse than LOS E. In such cases, the base year LOS is the minimum acceptable level of service.

~~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).~~

~~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~~
~~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~~

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
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**
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**

~~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~~
~~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~~ Transportation 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 F 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)~~
- 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~~	Below Minimum Acceptable LOS? ~~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~~**No
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~~**No
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 & 1st St	AM	**0.640**	**B**	**0.772**	**C**	**~~0.132~~**	**~~Yes~~**No
		PM	**0.692**	**B**	**1.050**	**F**	**~~0.358~~**	**Yes**
12	Indiana St & 1st St	AM	**0.813**	**D**	**1.089**	**F**	**~~0.276~~**	**Yes**
		PM	**0.876**	**D**	**1.683**	**F**	**~~0.807~~**	**Yes**
13	Rowan St & 1st St	AM	0.516	A	0.950	E	~~0.434~~	No
		PM	**0.454**	**A**	**1.235**	**F**	**~~0.781~~**	**Yes**
14	Gage Ave & 1st St	AM	0.619	B	1.079	F	~~0.460~~	No
		PM	**0.601**	**B**	**1.361**	**F**	**~~0.760~~**	**Yes**
15	Sunol Dr & 1st St	AM	0.397	A	0.787	C	~~0.390~~	No
		PM	0.365	A	0.964	E	~~0.599~~	No
16	Eastern Ave & 1st St	AM	0.655	B	1.116	F	~~0.461~~	~~No~~**Yes**
		PM	0.599	A	1.333	F	~~0.734~~	~~No~~**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*~~	*Below Minimum Acceptable LOS?* ~~*Significant Impact?*~~
			V/C Ratio or Delay (sec)	*LOS*	*V/C Ratio or Delay (sec)*	*LOS*		
17	Mednik Ave & 1st St	AM	0.603	B	0.747	C	~~0.144~~	No
		PM	0.650	B	0.938	E	~~0.288~~	No
18	Lorena St & 4th St	AM	0.389	A	0.448	A	~~0.059~~	No
		PM	**0.395**	**A**	**0.844**	**D**	~~**0.449**~~	~~**Yes**~~No
19	Indiana St & 3rd St	AM	**0.744**	**C**	**1.022**	**F**	~~**0.278**~~	**Yes**
		PM	**0.783**	**C**	**1.437**	**F**	~~**0.654**~~	**Yes**
20	Rowan St & 3rd St	AM	0.630	B	1.077	F	~~0.447~~	~~No~~**Yes**
		PM	**0.670**	**B**	**1.589**	**F**	~~**0.919**~~	**Yes**
21	Gage Ave & 3rd 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 & 3rd St	AM	**0.766**	**C**	**1.202**	**F**	~~**0.436**~~	**Yes**
		PM	**0.739**	**C**	**1.602**	**F**	~~**0.863**~~	**Yes**
23	Downey Rd & 3rd St	AM	0.704	C	1.083	F	~~0.379~~	~~No~~**Yes**
		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 & 3rd St	AM	**0.883**	**D**	**1.338**	**F**	~~**0.455**~~	**Yes**
		PM	**1.081**	**F**	**2.023**	**F**	~~**0.942**~~	~~**Yes**~~No
26	Ford Blvd & 3rd St	AM	**0.967**	**E**	**1.407**	**F**	~~**0.440**~~	**Yes**
		PM	**1.064**	**F**	**1.994**	**F**	~~**0.930**~~	~~**Yes**~~No
27	McDonnell Ave & 3rd St	AM	0.497	A	0.954	E	~~0.457~~	No
		PM	**0.602**	**B**	**1.722**	**F**	~~**1.120**~~	**Yes**
28	Mednik Ave & 3rd 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 & 3rd 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 & 3rd St*	AM	**37.2**	**C**	**63.0**	**F**	~~**N/A#**~~	**Yes**
		PM	**35.2**	**C**	**229.0**	**F**	~~**N/A#**~~	**Yes**
31	Atlantic Blvd & 3rd 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**~~No
		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~~	~~Below Minimum Acceptable LOS? 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~~April 18, 2014).

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 maximum-density build-out allowed per zoning and land use regulations under the proposed Plan would result ~~in a significant impact to all of the above six intersections by~~ increased delay ~~and furthering worsening~~ and further deterioration of LOS at all three intersection identified as operating at LOS F without the proposed Plan. ~~The proposed Plan~~ Such a scenario would ~~significantly increase delay~~ also deteriorate level of service to LOS F at ~~nineteen~~ twenty-three additional intersections that would operate at an ~~acceptable~~ LOS E or higher without the proposed Plan.

~~This would be considered a potentially significant impact. w~~While the proposed Plan establishes policies guiding development in the Specific Plan area, it does not dictate the development patterns of the area nor does it propose individual projects with measurable impacts on the level of service of the transportation network. ~~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**.~~ The County would monitor the impacts of any future individual projects resulting from implementation of the proposed Plan, and condition them to mitigate these impacts to less-than-significant levels as part of its approval process. Further, projects that propose 30,000 gross square feet or more would be subject to a discretionary review and would be required to mitigate these impacts to less than significant. Lastly, projects that meet the criteria of statewide, regional, or areawide significance would be required to submit a traffic impact analysis to both the County and Caltrans for review and approval. Therefore, the impact would be ***less than significant***.

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**. However, the County would monitor the impacts of any future individual projects resulting from implementation of the proposed Plan, and condition them to mitigate these impacts to less-than-significant levels as part of its approval process. Further, projects that propose 30,000 gross square feet or more would be subject to a discretionary review and would be required to mitigate these impacts to less than significant. Lastly, projects that meet the criteria of statewide, regional, or areawide significance would be required to submit a traffic impact analysis to both the County and Caltrans for review and approval. This impact would be ***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.~~

Pages 4.14-24 to 4.14-25, last full paragraph

Traffic operations at the following study intersections at freeway ramps ~~w~~could ~~worsen~~ deteriorate to LOS E or F with implementation of maximum-density development permitted under the proposed Land Use Plan:

- **Gage Avenue/3rd Street**—Would ~~worsen~~ deteriorate 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~~ deteriorate from LOS C to F in the p.m. peak hour
- **Downey Road/SR-60 Eastbound Off-Ramp**—Would ~~worsen~~ deteriorate 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.

Pursuant to mitigation measure MM4.14-1, all projects pursuant to the Specific Plan that meet a certain size threshold as specified in that mitigation would be required to consult with Caltrans prior to preparing a traffic impact study. This consultation requirement would help project developers identify potential mitigation measures for increased traffic on area freeways that would meet Caltrans' requirements.

MM4.14-1 *The County shall require traffic engineering firms, which are retained to prepare traffic impact studies for future development projects, to consult with Caltrans when a development proposal meets the requirements of statewide, regional, or areawide significance per CEQA Guidelines Section 15206(b). Proposed developments meeting the criteria of statewide, regional, or areawide include:*

- *Proposed residential developments of more than 500 dwelling units*
- *Proposed shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 gross square feet of floor space*

- *Proposed commercial office buildings employing more than 1,000 persons or encompassing more than 250,000 gross square feet of floor space*
- *Proposed hotel/motel developments of more than 500 rooms*

When the CEQA criteria or regional significance are not met, the County shall require transportation engineers and/or Lead Agency representatives consult with Caltrans when proposed developments include the following characteristics:

- *Proposed developments that have the potential to cause a significant impact to state highway facilities (rights-of-way, intersections, interchanges, etc.) and when required mitigation improvements are proposed in the Initial Study*
- *Proposed developments that assign 50 or more trips (passenger-car-equivalent trips) during peak hours to a state highway/freeway*
- *Proposed developments that assign 10 or more trips (passenger-car-equivalent trips) during peak hours to a state highway/freeway off-ramp*
- *Proposed developments that are located adjacent to a state highway facility and that require a Caltrans encroachment permit (exceptions: additions to single-family homes, 10 residential units or less)*

Implementation of mitigation measure MM4.14-~~2~~1 would reduce this impact, but not necessarily 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**.~~ However, the County would monitor the impacts of any future individual projects resulting from implementation of the proposed Plan, and condition them to mitigate these impacts to less-than-significant levels as part of its approval process. Further, projects that propose 30,000 gross square feet or more would be subject to a discretionary review and would be required to mitigate these impacts to less than significant. Lastly, projects that meet the criteria of statewide, regional, or areawide significance would be required to submit a traffic impact analysis to both the County and Caltrans for review and approval. This impact would be ***less than significant***.

Page 4.14-26, Impact 4.14-4 and analysis

Impact 4.14-4 **Implementation of the Specific Plan ~~could~~ would not result in inadequate emergency access. ~~This is considered a potentially significant impact. However, implementation of mitigation would reduce t~~This impact ~~to~~ would be *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, t~~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.~~

However, the County would monitor the impacts of any future individual projects resulting from implementation of the proposed Plan, and condition them to mitigate these impacts to less-than-significant levels as part of its approval process. Further, projects that propose 30,000 gross square feet or more would be subject to a discretionary review and would be required to mitigate these impacts to less than significant. Lastly, projects that meet the criteria of statewide, regional, or areawide significance would be required to submit a traffic impact analysis to both the County and Caltrans for review and approval. This impact would be ***less than significant***.

Page 4.14-27, Section 4.14.4 (Cumulative Impacts), first paragraph

The analysis under Impact 4.14-1 of the proposed Plan impacts on the study area ~~circulation~~ transportation network includes cumulative growth through year 2035. As shown in Table 4.14-7, ~~six~~ three intersections would operate at ~~a deficient~~ LOS F as a result of cumulative growth without the proposed Plan. ~~Therefore, a cumulative impact would occur.~~ The proposed Plan ~~w~~could potentially result in significant increase in congestion at these intersections, and cause the level of service at ~~nineteen~~ twenty-three additional intersections to deteriorate to LOS F. Implementation of mitigation measure MM4.14-1 would ~~reduce~~ allow the County to monitor the impacts of any future individual projects resulting from implementation of the proposed Plan, and condition them to mitigate these impacts to ***less-than-significant*** levels as part of their approval process. ~~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.~~ The County would monitor the impacts of any future individual projects resulting from implementation of the proposed Plan, and condition them to mitigate these impacts to less-than-significant levels as part of its approval process. Further, projects that propose 30,000 gross square feet or more would be subject to a discretionary review and would be required to mitigate these impacts to less than significant. Lastly, projects that meet the criteria of statewide, regional, or areawide significance would be required to submit a traffic impact analysis to both the County and Caltrans for review and approval. Therefore, there would be a ***less-than-significant cumulative*** impact on traffic circulation and emergency access during construction.

9.1.19 Chapter 6, Alternatives to the Proposed Project

Page 6-12, "Hazards/Hazardous Materials" section, first paragraph

A lower level of development would result in less construction that could result in exposure to contaminated soil or groundwater. However, existing uses ~~w~~could 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. …

9.2 FIGURE CHANGES

Draft EIR Figure 3-3 (Proposed Regulating Plan) was revised and is included below.

9.3 APPENDIX CHANGES

Appendix B (East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan) has been revised and is included at the end of this document.

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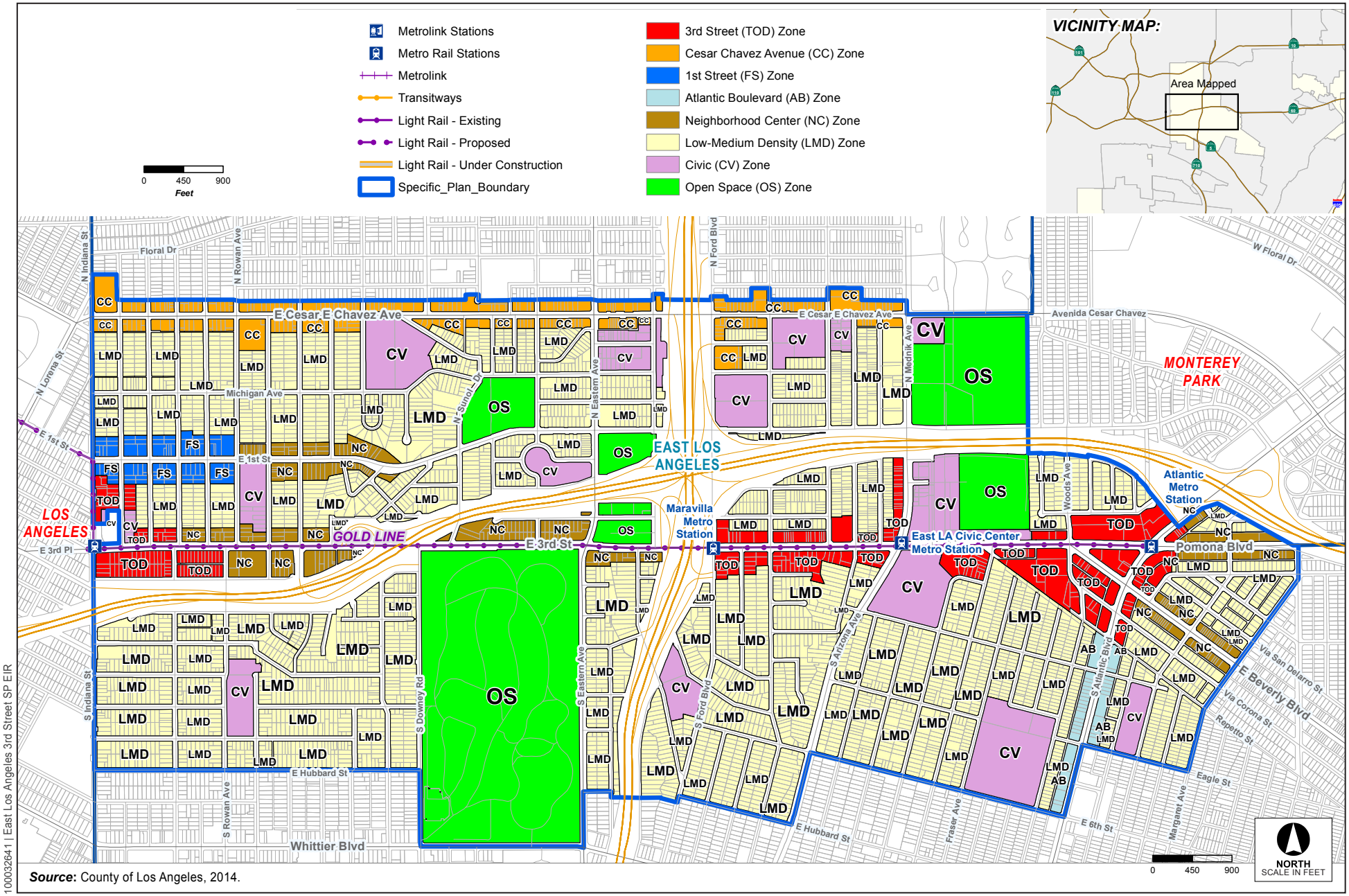

***Source*:** County of Los Angeles, 2014.

Figure 3-3

Proposed Regulating Plan [Revised]

ATKINS

CHAPTER 10 Comments and Responses

10.1 ORGANIZATION OF THE COMMENTS AND RESPONSES

This chapter of the Final Environmental Impact Report (Final EIR) contains all comments received on the Draft Environmental Impact Report (Draft EIR) during the public review period, as well as responses to each of these comments. Reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental and CEQA-related issues. Detailed responses have been provided where a comment raises a specific issue; however, a general response has been provided where the comment is relatively general. Although some letters may raise legal or planning issues, these issues do not always constitute significant environmental issues. Therefore, the comment has been noted, but no response has been provided. Generally, the responses to comments provide explanation or amplification of information contained in the Draft EIR.

In total, three comment letters regarding the Draft EIR were received from public agencies, organizations, and individuals. Table 10-1 (Comment Letters Received during the Draft EIR Public Review Period) provides a comprehensive list of comment letters in the order that they are presented in this section. In addition, comments were received at the public meeting held on June 12, 2014, at the East Los Angeles Public Library before the County Hearing Examiner.

Table 10-1 Comment Letters Received during the Draft EIR Public Review Period

No.	*Commenter/Organization*	*Letter Code*	*Letter Date*	*Page Where Comment Begins*	*Page Where Response Begins*
1	Caltrans	CDOT1	6/24/2014	10-2	10-5
2	Metropolitan Transit Authority	MTA	6/26/2014	10-7	10-16
3	City of Montebello	CM	7/1/2014	10-18	10-19
4	Public Hearing Transcript	PH	6/12/2014	10-20	10-61
5	Caltrans	CDOT2	9/3/2014	10-68	10-71

10.2 COMMENTS AND RESPONSES ON THE DRAFT EIR

This section contains the original comment letters, which have been bracketed to isolate the individual comments, each followed by responses to the individual, bracketed comments within that letter. As noted above, and stated in CEQA Guidelines Sections 15088(a) and 15088(b), comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review do not merit a response, but are included within this Final EIR and will be considered by the Los Angeles County Department of Regional Planning (LACDRP) and the Board of Supervisors prior to taking action on this Final EIR and the proposed project. In some cases, a response may refer the reader to a previous response, if that previous response substantively addressed the same issues.

10.2.1 Caltrans (CDOT1), June 24, 2014

Comments by CDOT1

CDOT1

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY — EDMUND G. BROWN, JR., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, TRANSPORTATION PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

June 24, 2014

Mr. Phillips Estes
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

IGR/CEQA No. 140532AL-DEIR
Ref. IGR/CEQA No. 130719AL-NOP
East Los Angeles 3rd Street Specific Plan
Vic. LA-60, 710
SCH # 2013071033

Dear Mr. Estes:

CDOT1-1 Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a Specific Plan, which 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). TOD takes advantage of its location near transit to create vibrant community, walkable streets, and safe access to transit.

Below are Caltrans' major concerns with the Draft Environmental Impact Report (DEIR) for the East Los Angeles 3rd Street Specific Plan:

CDOT1-2 1. Caltrans submitted a comment letter dated August 22, 2013, on the Notice of Preparation (NOP) and discussed with traffic consultant on July 31, 2013, to discuss Caltrans' concerns about the project's impact on the SR-60, I-5, and I-710 freeways and on/off ramps within the project vicinity. The traffic consultant acknowledged Caltrans' concerns and it was understood by both parties that the traffic procedures for analyzing impacts to the state highway system would follow standard statewide procedures outlined in Caltrans Traffic Study Guide including analyzing off-ramp utilizing the Highway Capacity Manual (HCM) 85th Percentile Queuing analysis methodology with the actual signal timings at the ramps termini. Caltrans' August 22, 2013 letter also indicated that "The traffic consultant will work with Caltrans to identify off-ramp study locations before traffic study is being prepared." On page 2 of the letter, "analytical methods such as select-zone travel forecast modeling should be used." However, the April 18, 2014 Traffic Impact Analysis (TIA), which is the basis for the traffic impact discussion in the DEIR, did not follow those procedures and does not provide crucial traffic data for Caltrans review.

"Caltrans improves mobility across California"

CDOT1-3

2. On Table 4.14-6 Net Change in Trip generation by Traffic Analysis Zone (TAZ) (page 4.14-16 of the DEIR), there will be additional 183,556 average commercial daily trips, 3,829/10,681 AM/PM commercial net trips and 34,024 average residential daily trips, 3,227/3,274 AM/PM residential net trips from this Specific Plan. (Please explain these traffic data is different than the one provided in the TIA Table 7-Trip Generation Change by Traffic Analysis Zone, page 39) The freeways within 5 miles radius of the Specific Plan will be significantly impacted. A Select Zone Analysis is required for this project.

CDOT1-4

3. There was no complete and accurate analysis performed for any of the freeway elements. TIA lacks to provide existing freeway Level of Service (LOS) and assignment of trips to the off-ramps and the freeway systems. Future traffic volume assigning to the freeway and on/off ramps need to be disclosed to the public. In order to provide a meaningful analysis, Caltrans would like the lead agency to provide additional traffic analysis and potential mitigation measures in the following study locations:

   a. Northbound I-710 off-ramps at Cesar Chavez Ave./New York Street (PM 24.816)
   b. Northbound -710 on/off-ramp at Ford Blvd. (PM 24.316)
   c. Southbound I-710 off/on-ramp to/from Whittier Blvd. (PM 23.707)
   d. Eastbound SR-60 on/off-ramp at Atlantic Blvd. (PM R4.172, R4.368)
   e. Westbound SR-60 on/off-ramps at Atlantic Blvd. (PM R4.490, R4.652)
   f. Westbound SR-60 off-ramp to Indiana Street (PM R2.088)
   g. Eastbound SR-60 on-ramp from Indiana Street (PM R2.092)

   The traffic analysis at these off-ramps needs to show projected queue build-up upstream of the off-ramp. Caltrans is concerned that the freeway ramps will back up, creating a potentially unsafe condition. To ensure the ramps do not back up, which would potentially create a safety issue, the intersections adjacent to the ramps must be able to absorb the off-ramp volumes at the same time as they serve local circulation and land uses.

CDOT1-5

4. On Table 15, Freeway Ramp Intersection Highway Capacity Manual Analysis, there should be a discussion as to whether the queue length is adequate, such that the traffic will be backing up to the mainline. Mitigation of the off-ramps needs to be discussed such as adding more capacity to the off-ramps. Appendix G, Study Intersection at Freeway Ramps-HCM LOS Analysis Worksheets is blank. In addition, the appendix from the TIA is blank.

CDOT1-6

5. Mitigation measure at study location #8 (Ford Blvd & Cesar Chavez Ave.) should be proposed since Table 9 shows significant impact and the existing northbound left turn volume from Ford Blvd. is already high and it will affect the operation of the northbound I-710 off-ramp at Ford Blvd..

CDOT1-7

Caltrans is concerned that the project impacts may result in unsafe conditions due to additional traffic congestion, unsafe queuing, and difficult maneuvering. These concerns need to be adequately addressed in the EIR. In summary, without the necessary traffic analysis, Caltrans cannot recognize the TIA and DEIR as adequately identifying and mitigating the project's impacts to the State highway facilities.

CDOT1-8 To follow up with the telephone conversation between yourself and Mr. Alan Lin of my staff on June 24, 2014, we would like to again formally invite the lead agency, Count of Los Angeles to discuss traffic impacts, and traffic mitigation alternatives which may include fair share contributions towards planned or future freeway improvements within the City. Please contact this office at your earliest convenience to schedule a meeting in the near future.

CDOT1-9 If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 140532AL.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Responses to CDOT1

Response CDOT1-1

This comment contains introductory material and requires no response.

Response CDOT1-2

During the July 2, 2014, conference call with representatives from the Department of Regional Planning, Department of Public Works, and Caltrans, the methodology used to review traffic conditions at Caltrans facilities within the project study area was discussed. While it was agreed that the analysis would follow the Highway Capacity Manual 85th percentile queuing analysis methodology, the project consultant determined the Synchro network assessment program used for the ramp analyses does not utilize the 85th percentile methodology; instead, the Synchro program analyzed queues using the 95th percentile volumes. The use of the 85th percentile methodology is not expected to result in different level of service determinations at the analyzed ramp intersections. However, to ensure potential impacts to ramp locations are appropriately identified and mitigated, future development projects within the Specific Plan boundaries will be required to analyze ramps utilizing the 85th percentile methodology.

Response CDOT1-3

During the July 2, 2014, conference call, Caltrans agreed to allow this Specific Plan to be analyzed using the trip distribution and trip assignment methodology established by Metro's 2010 Congestion Management Program rather their requirement of a Select Zone Analysis. The trip generation numbers included in the draft Environmental Impact Report will reflect the trip generation calculations provided in the Traffic Impact Analysis. The project consultant also conducted a supplemental analysis to address concerns on the peak hour trip generation calculations. The revised peak hour trip generation calculations and the detailed explanation on the trip generation, trip distribution, and freeway assignment methodologies were resubmitted on July 31, 2014.

Response CDOT1-4

In response to concerns over freeway operations due to implementation of the Specific Plan land use changes, the project consultant conducted a supplemental analysis that included an additional fifteen freeway segments from the four previously analyzed freeway segments. The project consultant also analyzed additional freeway ramp/roadway intersections within the overall area based on the comments received. The revised freeway mainline impact and ramp intersection analyses were resubmitted on July 31, 2014.

Response CDOT1-5

The project consultant conducted a supplemental analysis at all ramp locations listed in the comment letter. The revised ramp level of service and queuing analyses were resubmitted on July 31, 2014.

Response CDOT1-6

In consultation with Caltrans, the Department of Public Works has coordinated, and will continue to coordinate, the signal operation for the intersection of Ford Boulevard at Cesar Chavez Avenue with the

intersection of Ford Boulevard at the I-710 northbound off-ramp. Caltrans required the coordination of these intersections' signal operations to ensure vehicle queuing on the off-ramp does not exceed the ramp's storage length as part of the permit issued to construct the traffic signal at the intersection of Ford Boulevard at the I-710 northbound off-ramp.

To address the Specific Plan's impact at the intersection, refer to the Mitigation Monitoring and Reporting Program included in the Plan's Environmental Impact Report.

Response CDOT1-7

Refer to Responses CDOT1-2 through CDOT1-6.

Response CDOT1-8

Refer to Responses CDOT1-2 through CDOT1-6.

Response CDOT1-9

This comment contains closing material and no further response is required.

10.2.2 Metropolitan Transit Authority (MTA), June 26, 2014

Comments by MTA

MTA

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

June 26, 2014

Phillip Estes
Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

RE: East Los Angeles 3rd Street Specific Plan
Draft Environmental Impact Report (DEIR)

Dear Mr. Estes:

MTA-1 Thank you for the opportunity to review the Draft Environmental Impact Report for the East Los Angeles 3rd Street Specific Plan. The following comments relate to our agency's goals of providing leadership for the region's mobility agenda, and improving transit services to the County of Los Angeles.

Because of the proposed project's proximity to the Metro Gold Line Light the following concerns should be addressed in the Draft Environmental Impact Report (EIR):

MTA-2 1. The applicant should be advised that the Metro Gold Line Light Rail will operate weekday peak service as often as every five minutes in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, near the proposed project.

MTA-3 2. LACMTA encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities or parking benefit districts. These strategies could be pursued to encourage more transit-oriented development and reduce automobile-orientation in design and travel demand.

MTA-4 3. With an anticipated increase in traffic, LACMTA encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the station including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.

MTA-5 4. The Plan should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting stations with housing and employment concentrations. For reference, we would like to direct City staff to view the First Last Mile Strategic Plan, authored by LACMTA and the Southern California Association of Governments (SCAG), available on line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

MTA-6 In addition to addressing potential issues associated with the proposed project's proximity to the future Metro Gold Line, a Traffic Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County",

MTA-6 cont.

Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).

MTA-7

2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

MTA-8

3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

MTA-9

4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

MTA-10

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

MTA-11

If you have any questions regarding this response, please contact Marie Sullivan at 213-922-5667 or by email at SullivanMa@metro.net. Please send the Final EIR to the following address:

LACMTA Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,



Marie Sullivan
Development Review Coordinator, Countywide Planning

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

APPENDIX

D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- ❑ Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- ❑ Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- ❑ Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- ❑ All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- ❑ If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- ❑ Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- ❑ Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- ❑ The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- ❑ The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-5

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ❑ Evidence that affected transit operators received the Notice of Preparation.
- ❑ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ❑ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both "peak hour" and "daily" refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ❑ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - ➢ Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - ➢ For each time period, multiply the result by one of the following factors:

    3.5% of Total Person Trips Generated for most cases, except:

    10% primarily Residential within 1/4 mile of a CMP transit center
    15% primarily Commercial within 1/4 mile of a CMP transit center
    7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
    9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
    5% primarily Residential within 1/4 mile of a CMP transit corridor
    7% primarily Commercial within 1/4 mile of a CMP transit corridor
    0% if no fixed route transit services operate within one mile of the project

  To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ❑ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.

- ❑ Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- ❑ Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- ❑ Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- ❑ Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- ❑ Any project contribution to the improvement, and
- ❑ The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

Responses to MTA

Response MTA-1

This comment contains introductory material and no further response is required.

Response MTA-2

The traffic analysis of study intersections along the Gold Line corridor included assumptions for signal timing adjustments based on crossing phases and delays to north/south and left-turn movements. Where the Gold Line tracks turn within an intersections, like they do at the west end of the project study area, additional adjustments were made as all movements would be affected during train movements through those intersections.

Response MTA-3

The traffic recommendations include a measure that LACDRP and the Department of Public Works provide for broader latitude of traffic study mitigation measures for the Specific Plan area (SPA), than those currently allowed under the current traffic impact study guidelines. It was recommended that this should be considered for larger projects on major transit corridors where stops/stations for Bus Rapid Transit or light-rail transit services are within a 0.25-mile walking distance. Variances to parking requirements and/or shared parking or similar opportunities could be considered as part of this process.

Response MTA-4

The traffic recommendations included a measure that multiple travel modes be considered in project traffic analysis efforts on future development within the SPA, to allow for more flexibility in the types of mitigation measures that could be applied as traffic mitigation. The recommendations refer to the incorporation of pedestrian, bicycle, and transit analysis in future development traffic studies within the SPA.

Response MTA-5

The traffic recommendations included measures to incorporate fair-share funding for implementation of the Metro Gold Line Eastside Access Project improvements, in order to provide better connections to and from the area Gold Line stations.

Responses MTA-6 to MTA-9

The traffic analysis included study intersections on Whittier Boulevard, which is a CMP arterial route. The analysis also included local freeway ramp/roadway intersections, and the Caltrans supplemental analysis summarized in Responses CDOT1-1 to CDOT1-9, reviewed conditions at area freeway ramp intersections in addition to an expanded analysis of freeway mainline segments. Impacts were identified at multiple locations, and a program of mitigation measures has been recommended within the traffic analysis to provide alternative mitigation measures that support transit use, pedestrian travel, and bicycle travel. Major mitigation measures to reduce vehicle traffic congestion would generally be infeasible throughout much of the study area, and would conflict with the land use plan to provide mixed-use development that is supportive of nonauto modes of travel. Small area commercial parcels would be

compromised for future development potential if corridor widenings and major intersection widenings were pursued to provide traditional mitigation measures.

Response MTA-10

The proposed project is a Specific Plan covering a large area including four major east/west arterial corridors and multiple north/south corridors as well. Transit service includes the Gold Line light-rail corridor and multiple Rapid Bus corridors. Projects within the SPA, as they enter the entitlements process and if they are large enough to meet traffic study requirements of the County, would individually analyze their impacts to CMP arterials, CMP freeway segments, and CMP transit routes. The traffic analysis provides a review of a potential future buildout of the SPA under modified land use regulations, but full build-out of the area is a speculative condition and was analyzed in order to provide a conservative look at potential overall area impacts under a program-level analysis.

Response MTA-11

This comment contains closing material and no further response is required.

10.2.3 City of Montebello (CM), July 1, 2014

Comments by CM

CM

From: Phillip Estes [pestes@planning.lacounty.gov]
Sent: Tuesday, July 01, 2014 2:44 PM
To: Rondone, Alison E
Cc: Carmen Sainz
Subject: ELA SP DEIR: FW: City of Montebello - General Comments

Hi Alison – Below is a comment letter from the City of Montebello. Are these something that need to be addressed in the EIR? #2 doesn't seem like an EIR item.

PHILLIP ESTES, AICP | Principal Planner
Los Angeles County Department of Regional Planning
320 W. Temple Street, 13th Floor | Los Angeles, CA 90012
Phone 213.974.6425 | Fax 213.626.0434 | TDD 213.617.2292
planning.lacounty.gov

From: Lee, Nancy [mailto:NLee@cityofmontebello.com]
Sent: Tuesday, July 01, 2014 1:44 PM
To: DRP Third Street Plan Project
Subject: City of Montebello - General Comments

Mr. Estes,

I am in review of the draft EIR for the East Los Angeles 3rd Street Specific Plan. At this time, the City of Montebello would like to comment on the following items to be considered in the analysis and preparation of the Final EIR:

CM-1
1. Impact 4.15-2 – Where is the location of the new construction of water facilities or expansion of existing facilities? Since the project is in close proximity to the City of Montebello, would the water suppliers that serve the city be affected?

CM-2
2. With the proposed specific plan and type of commercial businesses that it intends to attract, businesses being lost in the City of Montebello to the SPA and potential urban decay as a result.

Nancy Lee
Assistant Planner
City of Montebello

www.cityofmontebello.com
323-887-1200 ext. 484
City Hall Business Hours:
Monday to Thursday
7:30 am to 5:30 pm

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Responses to CM

Response CM-1

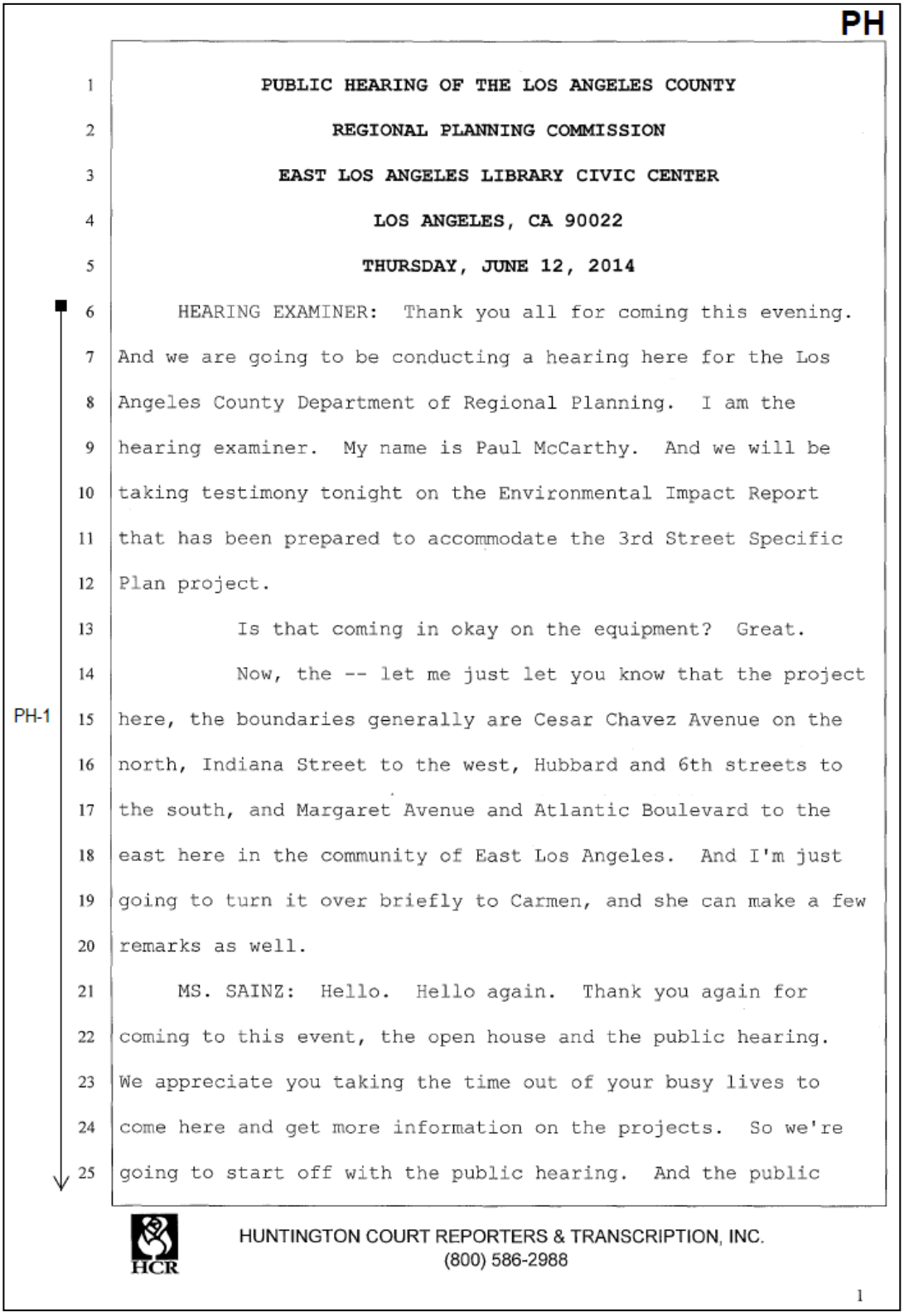
Any needed expansion of water facilities discussed in the Draft EIR would be localized and consist of installation of new water mains or pipes or other conveyance improvements as needed to accommodate specific development projects under the Specific Plan. The community of East Los Angeles gets it water supply from Cal Water, as does a portion of the City of Montebello. As noted on Draft EIR p. 4.15-1, utility systems are in place in the Specific Plan area (SPA) and generally fixed in nature. Future land use changes associated with the 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. It is anticipated that any future improvements in water infrastructure needed to serve the City of Montebello would be addressed through this Master Plan.

Response CM-2

Urban decay and potential loss of business is not a CEQA issue and does not require analysis in an EIR. It should be noted that the Specific Plan proposes to develop vibrant mixed-use centers adjacent to the Gold Line and it is unknown whether the increase in this type of mixed use in East Los Angeles would result in loss of business in the City of Montebello.

10.2.4 Public Hearing (PH), June 12, 2014

Comments by PH



PH

PUBLIC HEARING OF THE LOS ANGELES COUNTY
REGIONAL PLANNING COMMISSION
EAST LOS ANGELES LIBRARY CIVIC CENTER
LOS ANGELES, CA 90022
THURSDAY, JUNE 12, 2014

HEARING EXAMINER: Thank you all for coming this evening. And we are going to be conducting a hearing here for the Los Angeles County Department of Regional Planning. I am the hearing examiner. My name is Paul McCarthy. And we will be taking testimony tonight on the Environmental Impact Report that has been prepared to accommodate the 3rd Street Specific Plan project.

Is that coming in okay on the equipment? Great.

Now, the -- let me just let you know that the project here, the boundaries generally are Cesar Chavez Avenue on the north, Indiana Street to the west, Hubbard and 6th streets to the south, and Margaret Avenue and Atlantic Boulevard to the east here in the community of East Los Angeles. And I'm just going to turn it over briefly to Carmen, and she can make a few remarks as well.

MS. SAINZ: Hello. Hello again. Thank you again for coming to this event, the open house and the public hearing. We appreciate you taking the time out of your busy lives to come here and get more information on the projects. So we're going to start off with the public hearing. And the public

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PH-1 cont.

hearing is for the Environmental Impact Report for the Specific Plan. So we have a few speaker cards, and when it's your turn to speak, I will call your name and just come up to the table at the front. So I'm going to hand it over to Phillip Estes, and Phillip Estes is the project lead for this Environmental Impact Report project.

MR. ESTES: Hello. Hi. Thank you Carmen. Hi, everyone. My name is Phillip Estes, and I'm with the Department of Regional Planning. Next slide. First I want to start off with taking a look at the plan boundary. Generally, the project area is centered on 3rd Street here, and it extends approximately one-half mile to the north and one-half mile to the south of the Gold Line with Cesar Chavez on the north, Indiana on the west, with roughly Atlantic and Margaret on the east with 6th Street and Hubbard Street on the south.

The focus of this plan is really on the existing commercial corridors where change is expected. The residential core is really the vast majority of the plan area and little change in terms of land use strategy or development is expected with that because the goal is to protect and preserve the residential core.

So the -- the plan is to -- the major change is expected along 3rd Street, Cesar Chavez and 1st Street, and Atlantic. So as many of you know, Regional Planning has been working closely with -- with your community and community

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stakeholders and County departments to develop a long term vision for the 3rd Street Plan Area.

And out of the planning process, a number of goals were identified. Four of those goals related to land use development and they are -- the major goal with this plan is to encourage quality mixed use development and to increase job opportunities. And what we mean by mixed use is a pedestrian, people-oriented area with a blend of commercial and residential with active ground-floor -- ground-floor -- sorry. And residential uses or office type uses on upper floors.

Another goal is we want to improve mobility and how we get around to enhance the walking and bicycling experience. Third, to promote green streets, to increase tree planting and increase landscaping to provide shade and comfort. And also related to land use development, again, is to preserve and protect the residential core. So the focus of change can be expected on the corridors. Next slide.

The major tool that the County is proposing to implement to achieve the plan goals is to update the Development Code. So why is this necessary? Well, the -- the existing code, unfortunately, fails to create the kind of places that the community wants because it's -- it's outdated and it's -- it's really based on a newer suburban model that doesn't really work well for an established street car suburb like East L.A.

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PH-1 cont.

So there are three -- there are three -- three components of the -- the proposed code that -- that are important in terms of the environmental impacts and analyzing the development.

Number one is the change of zoning, and so we're proposing to rezone the corridors to allow mixed uses and a variety of commercial office and residential uses. And again, that's to activate the public realm and also to help create jobs. What we mean when we say "public realm," it's really the area that includes the publicly owned streets, the sidewalks, the open space. Basically where the public -- the public space meets the private -- where the public and private space intersect.

Secondly, we are proposing a new form-based code that will be adopted to ensure more predictable build results and a more quality public realm. We want to make sure that new development creates people oriented places that activate the streets and sidewalk. So the big focus on the code is the relationship between the building facades and the public realm, with a lesser focus on controlling uses like conventional zoning does.

So as you can see in this image, the quality of the public realm space is really vital if -- if we are to be successful in creating an environment that people want to work and live.

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PH-1 cont.

So in short, we're revising the code to really disallow this type of use and to require this type of use where -- where you see the -- sort of the three concepts of the form-based code. Very important is the placement of the building, appropriate doors and window openings, landscape -- hello -- okay -- landscaping. And then parking is located behind, underneath, or within the building. That really -- these really are the principles of the form-based code.

Third are the sign standards. So the sign standards will be revised to encourage higher quality and less sign clutter, yet allowing merchants the ability to advertise their business. So there's a new set of signs being proposed that will complement the -- the allowed building types, but we're also proposing a couple of options. One is a creative sign permit that would allow business owners to propose something different but is suitable for a particular site because it has a strong artistic character.

Secondly is a master sign program that would be applicable to multitenant buildings or a property that has generally more than four signs. Ultimately, our objectives are to -- with this plan and code are to create people oriented places that the community wants, to update the code to remove some of those obstacles that are really holding this back, and then in turn to encourage reinvestment in the community and to create jobs.

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Next, I'm going to turn this over to our Environmental Impact Report consultant, Allison, and Allison is going to provide a brief summary.

MS. RONDONE: Thank you. Thank you, Phillip. Good evening. As Phillip indicated, my name is Allison Rondone, and I'm a project manager with Atkins North America, not the diet. We're a consulting firm that has been hired by the County to analyze the impacts on the environment, on the ground, on the air, from implementation of this plan.

Because this plan is considered a project, it is subject to state law that requires an environmental analysis be done before the project can be approved. So if you ever hear the words CEQA or California Environmental Quality Act, that's what that means. It was enacted in 1970.

So we prepared, on the County's behalf, an Environmental Impact Report that looked at 17 different resource areas, air quality, aesthetics or visual quality, biological resources, geology, hazards, traffic, noise, land use, population and housing, recreation, utilities, public services. So that's what that report is. You're welcome to take a CD. There are a few left, if you'd like to read it at your leisure, or it is also posted on the County's website -- Regional Planning's website.

So where -- where we are in the process is we've -- we're circulating this document. It's out for review, for all

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PH-1 cont.

of you to read, for anyone who's interested, can look at it. And these hearings are an opportunity for you to comment on the Environmental Impact Report. Not the project, per se, but the environmental analysis.

This is the first of three hearings that you would be allowed to attend. The next one will be next month.

I love that song.

Next month there will be another public hearing before the Planning Commission of the County, which will be similar -- similarly conducted. You will be allowed to give public testimony again if you have other comments that have cropped up since you've had a chance to read this fascinating report.

And then there will be a third, final hearing in August before the Board of Supervisors, who will then make a decision on whether to -- first of all, they have to what's called certify, or approve, the Environmental Impact Report. And only then can they then adopt the Specific Plan and approve it. It's a requirement under California law.

So you will have more opportunities to comment during this 45-day review period, which ends the end of the month. You can write comments in, email comments. You can speak here. All of these comments will be considered and responded to in the final version of the report.

So with that I will turn it back to Phillip.

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PH-1 cont.

MR. ESTES: Thank you, Allison. I also want to remind you that we do have copies of the Specific Plan and the Development Code here at the table, and you're free to take a look at that. We have staff here that can answer any of your questions. It's also published on Regional Planning's website, available there for download as well.

HEARING EXAMINER: Thank you. So I just want to reiterate what was just stated. Basically we're tonight to hear from you, so you can tell us what you feel about the EIR, what are your feelings about the Environmental Impact Report, what questions you might have, what criticisms you might have. And then the environmental report preparers, the people who wrote the report, are required by state law to prepare a response to each of your comments. And that response will appear in another document that will be produced in the coming weeks that we call the Final Environmental Impact Report.

So that let's -- that gets us to our next point here. When you testify, it's very important that you speak into the microphone. The most important person in the room is not any of us up here. It's the court reporter, because he's going to take down your testimony and then the people who prepare these reports will review it, they'll read that testimony, and they will respond to it. And you will get to read those comments in the Final Environmental Impact Report.

That report will be given to all of the members of

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PH-1 cont.

the Planning Commission before they open the public hearings downtown. And, of course, it will be distributed to you as members of the public as well. But it will be given to all of the members of the Planning Commission before they open the hearings on the -- on the proposal downtown.

So you have a proposal to make some changes in the -- the structure, the codes that regulate how East Los Angeles is going to be developed. And under state law, which we refer to as CEQA, the California Environmental Quality Act, we are required to do an Environmental Impact Report to evaluate the impacts of this new proposed code essentially. And you then, again, are given an opportunity to comment and have your comments incorporated into the official document. And that's why we're here tonight.

We're going to try to keep it very informal. Sometimes if we have a large crowd, we have to get very -- you know, a little bit more formal. We had one meeting where there was a much larger group, but I think we can have a -- a little bit more informal session. So relax. We're going to ask you when you come up to give us your name and spell your last name, spell your last name phonetically, so the court reporter will know which comment was made by which person.

And then just let us know how you feel. And those of you who wish to comment, you see the staff in the back there, you have to fill out a little comment form, a little form

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saying that you want to speak to us. And then you can come forward. And we're going to be calling those -- those names in a few -- in just a moment here.

Okay. And before we start that, there's two other items we have to have, of course, and one is that we're going to swear in the witnesses. How many people have signed the cards so far? Five? Okay. If the five witnesses would just please stand. If you want to call the names.

MS. SAINZ: I'm going to call the names. Victor -- Victor Duran, Fred Lane, Brian Villareal, Ron Mukai, Sylvia Vargas. And if anyone would like to speak, please fill out a speaker card and they are available out in the table.

HEARING EXAMINER: Okay. If the people we just called out the names, if you'll just raise your right hand -- stand and raise your right hand.

Do you, and each of you, swear or affirm under penalty of perjury that the testimony you may give in this matter now pending before this hearing examiner shall be the truth, the whole truth, and nothing but the truth?

WITNESSES: Yes.

HEARING EXAMINER: Thank you.

Okay. And now we're going to all stand and face the flag for the Pledge of Allegiance.

(Group recites Pledge of Allegiance.)

HEARING EXAMINER: Be seated.

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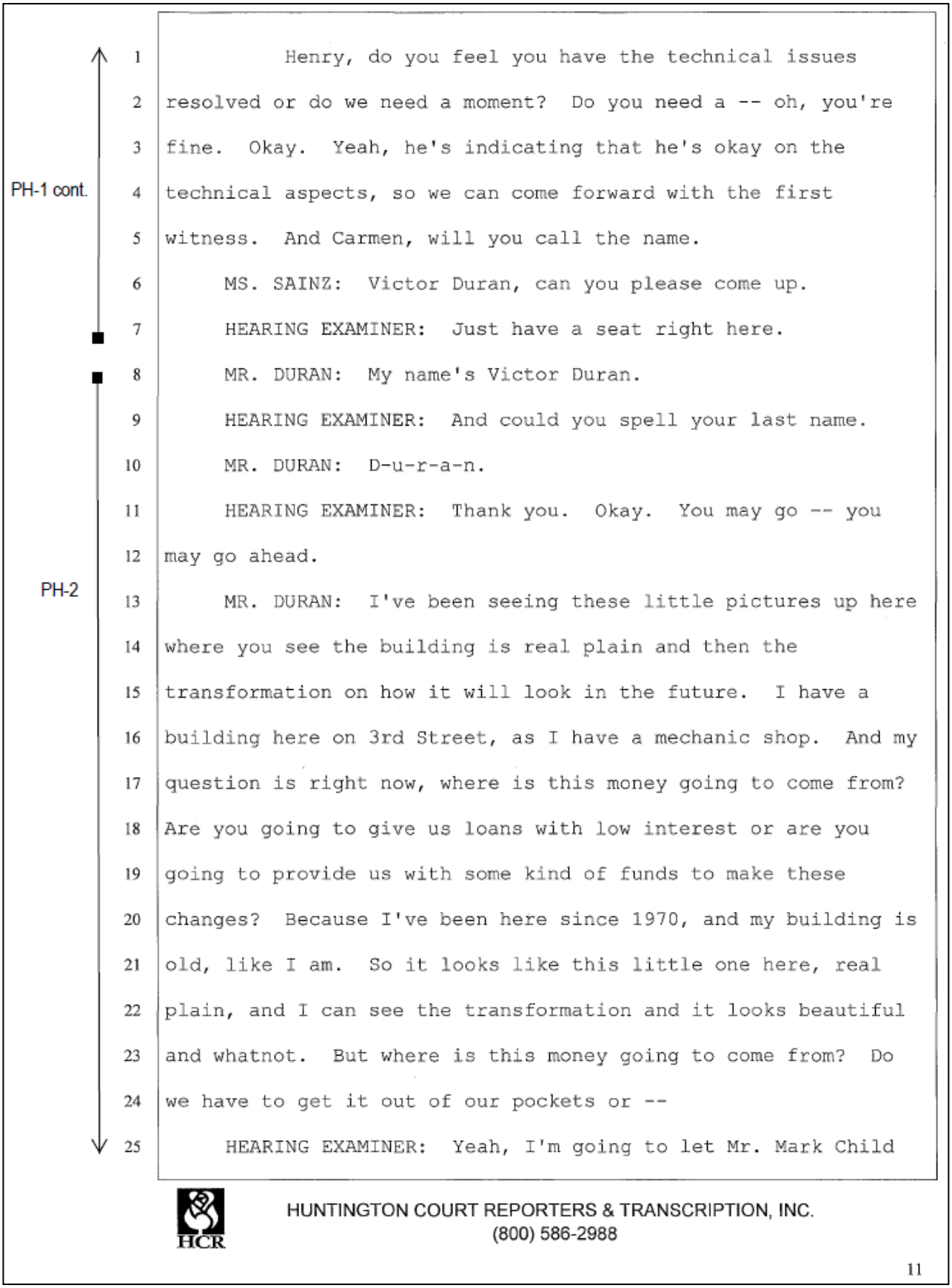

PH-1 cont.

Henry, do you feel you have the technical issues resolved or do we need a moment? Do you need a -- oh, you're fine. Okay. Yeah, he's indicating that he's okay on the technical aspects, so we can come forward with the first witness. And Carmen, will you call the name.

MS. SAINZ: Victor Duran, can you please come up.

HEARING EXAMINER: Just have a seat right here.

PH-2

MR. DURAN: My name's Victor Duran.

HEARING EXAMINER: And could you spell your last name.

MR. DURAN: D-u-r-a-n.

HEARING EXAMINER: Thank you. Okay. You may go -- you may go ahead.

MR. DURAN: I've been seeing these little pictures up here where you see the building is real plain and then the transformation on how it will look in the future. I have a building here on 3rd Street, as I have a mechanic shop. And my question is right now, where is this money going to come from? Are you going to give us loans with low interest or are you going to provide us with some kind of funds to make these changes? Because I've been here since 1970, and my building is old, like I am. So it looks like this little one here, real plain, and I can see the transformation and it looks beautiful and whatnot. But where is this money going to come from? Do we have to get it out of our pockets or --

HEARING EXAMINER: Yeah, I'm going to let Mr. Mark Child

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PH-2 cont.

respond.

MR. DURAN: Okay.

MR. CHILD: Thank you, Mr. Duran. Actually, just to be clear, tonight we're taking testimony on the -- the purpose of the -- this particular part of the meeting is to take testimony on the Environmental Impact Report. But I'm happy to answer your question, but this wouldn't be a question you'll see responded to in the report because it's not really addressed in the report.

But basically the Development Code that's being proposed here would apply to new construction. For example, if you -- if you were to propose to demolish your existing building and to develop a new building, it would be at that time that this code would apply. It wouldn't apply to your existing building. You would be under no obligation to meet this code until you come in to develop something new. Does that help you?

MR. DURAN: I see. Are you willing to buy property also? Because if you're buying property to change, I'm willing to sell.

MR. CHILD: Yeah, that -- that isn't something --

MR. DURAN: And retire.

MR. CHILD: -- that isn't something we have the capability to do. But that -- that may be possible through other programs in the future. But that isn't what's being proposed today.

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PH-2 cont.

MR. DURAN: I see.

MR. CHILD: Yeah.

MR. DURAN: That's all my questions.

MR. CHILD: Thank you.

MS. SAINZ: Thank you.

HEARING EXAMINER: Thank you. And the next speaker.

MS. SAINZ: The next speaker is Fred Lane.

HEARING EXAMINER: And if you spell your last name for the record.

MR. LANE: Lane, L-a-n-e.

HEARING EXAMINER: Thank you.

PH-3

MR. LANE: Well, Mr. Child answered one of my questions. I was wondering if any preexisting building, if the effects of the new standards would require, for example, Zone Enforcement to come down and cite you for not being up to the current standards. But what you've told me that any previously building that's there will be fine of any of these forced new impacted, I guess, zoning plans?

HEARING EXAMINER: And again, I'll let Mr. Child respond.

MR. CHILD: That's correct. So the -- this code would only apply to something new that you were proposing. And it would at the time you come in with plans for that, that we would check it against this code.

MR. LANE: Okay. So any -- any building currently permitted in the area is fine as it is.

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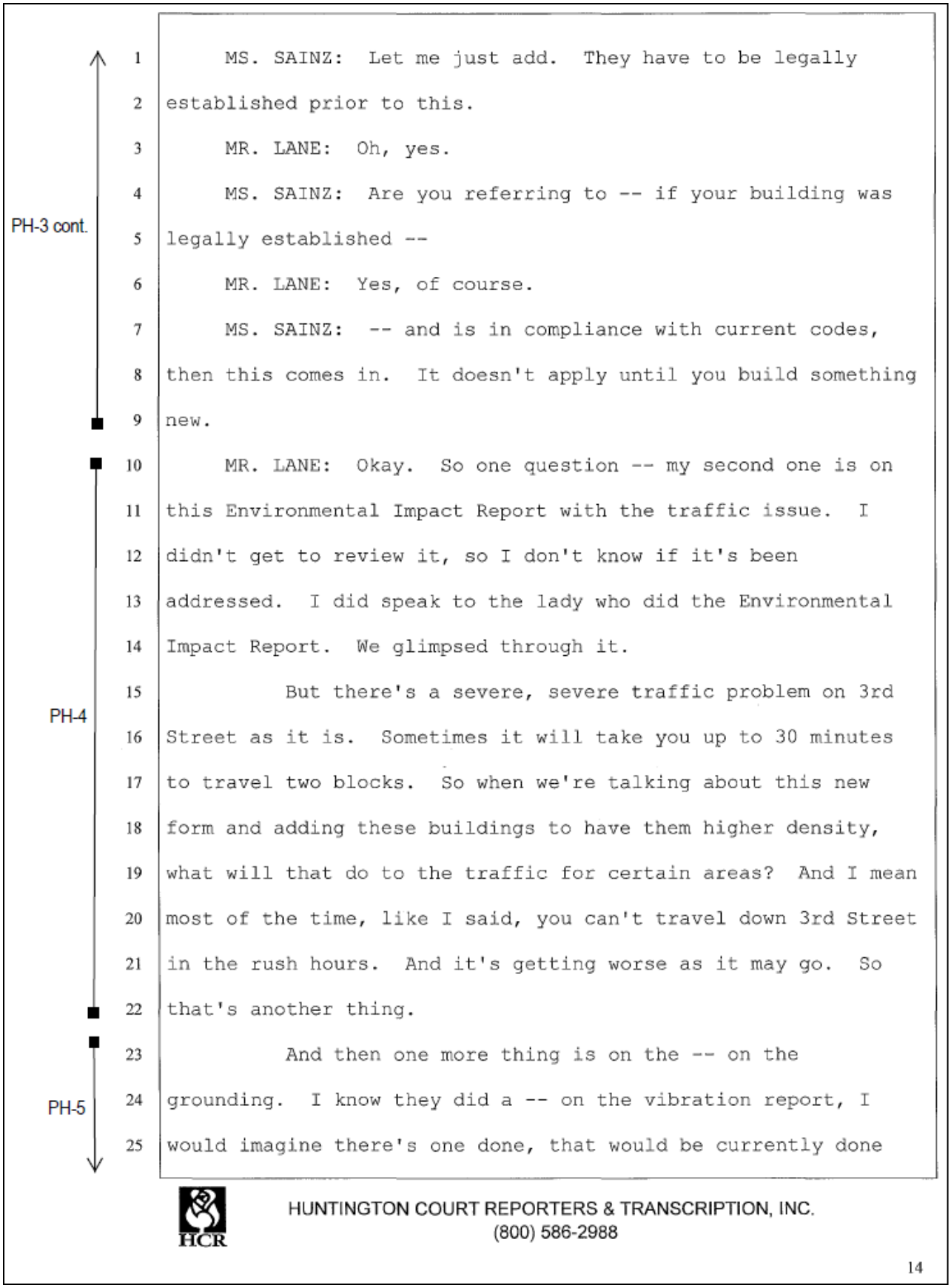

MS. SAINZ: Let me just add. They have to be legally established prior to this.

MR. LANE: Oh, yes.

MS. SAINZ: Are you referring to -- if your building was legally established --

MR. LANE: Yes, of course.

MS. SAINZ: -- and is in compliance with current codes, then this comes in. It doesn't apply until you build something new.

MR. LANE: Okay. So one question -- my second one is on this Environmental Impact Report with the traffic issue. I didn't get to review it, so I don't know if it's been addressed. I did speak to the lady who did the Environmental Impact Report. We glimpsed through it.

But there's a severe, severe traffic problem on 3rd Street as it is. Sometimes it will take you up to 30 minutes to travel two blocks. So when we're talking about this new form and adding these buildings to have them higher density, what will that do to the traffic for certain areas? And I mean most of the time, like I said, you can't travel down 3rd Street in the rush hours. And it's getting worse as it may go. So that's another thing.

And then one more thing is on the -- on the grounding. I know they did a -- on the vibration report, I would imagine there's one done, that would be currently done

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again, with the train. I've noticed that on certain parts of 3rd Street there's actually sinkage already of the new sidewalks and they've only been in place five years ago. So I think we need to definitely do some type of ground checking, I guess, what the vibration will do.

PH-5 cont.

And the noise. The noise is still a little much on the -- on the train. For instance, you can't hear an AM radio if you drive down 3rd Street. If you do, you put on the AM, 570, which I listen to, or 640, which I like to listen to in the morning, you can't hear. You have to basically turn off your radio. So I don't know what type of environmental impact that has, but I'm sure you guys will maybe find out if there's any -- what type of radiation -- I don't know what might be coming off of those -- the train things though. If you could look at that also.

PH-6

MR. CHILD: Okay. Thank you very much.

MS. SAINZ: Thank you.

MR. LANE: And one more thing. I see this greenage thing. And I know in the last Environmental Impact Report we had in which they were going to add trees and greenage, as it may be. Unfortunately, down 3rd Street, you drive all up along, you'll see all these tree stalls that have trees in them. Half of them have dead trees and weeds. So another thing that needs to be addressed, because I know we want to add greenage, but who's going to be in charge of this greenage that we're adding and

PH-7

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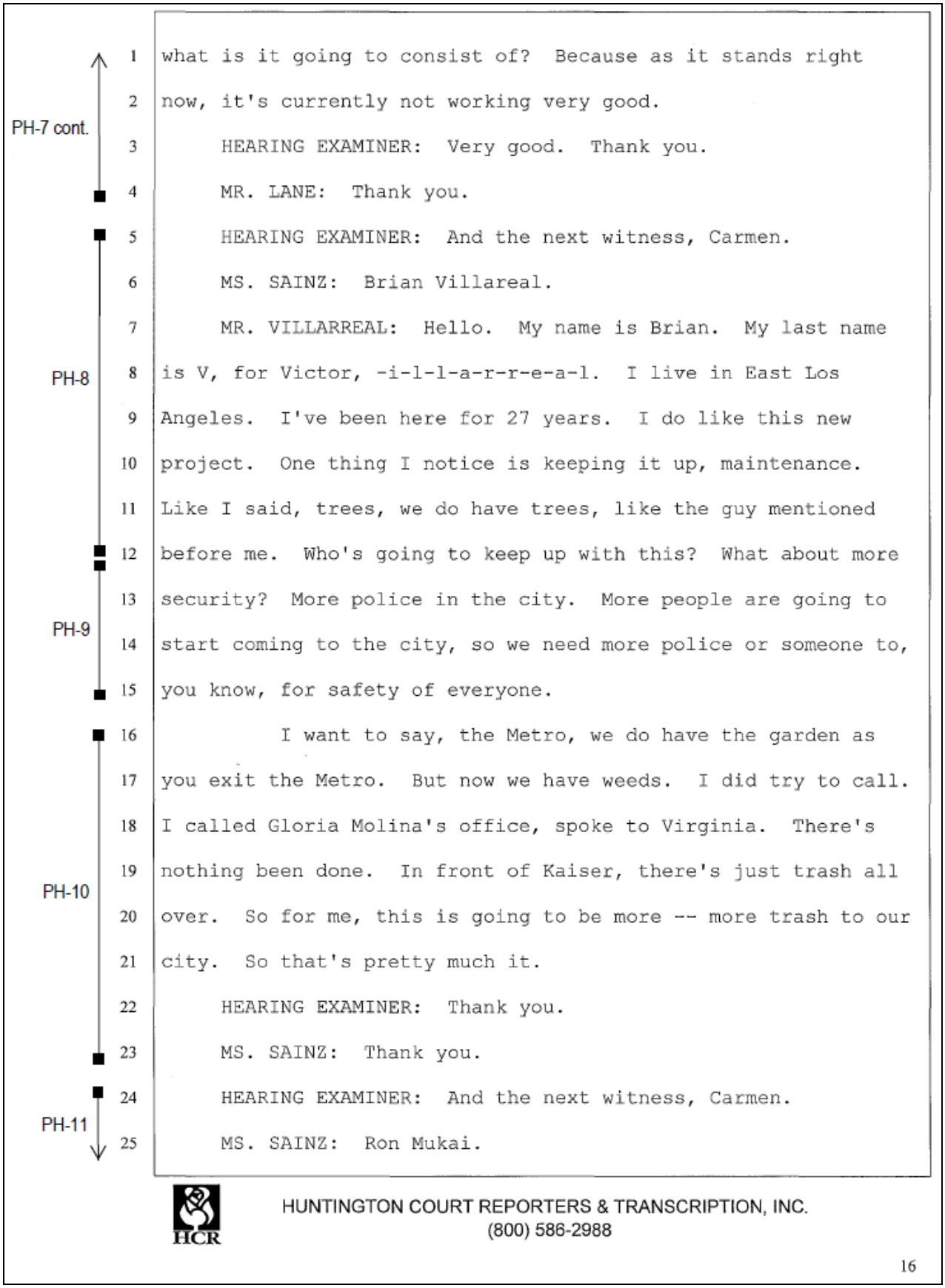

PH-7 cont.

what is it going to consist of? Because as it stands right now, it's currently not working very good.

HEARING EXAMINER: Very good. Thank you.

MR. LANE: Thank you.

HEARING EXAMINER: And the next witness, Carmen.

MS. SAINZ: Brian Villareal.

PH-8

MR. VILLARREAL: Hello. My name is Brian. My last name is V, for Victor, -i-l-l-a-r-r-e-a-l. I live in East Los Angeles. I've been here for 27 years. I do like this new project. One thing I notice is keeping it up, maintenance. Like I said, trees, we do have trees, like the guy mentioned before me. Who's going to keep up with this? What about more security? More police in the city. More people are going to start coming to the city, so we need more police or someone to, you know, for safety of everyone.

PH-9

PH-10

I want to say, the Metro, we do have the garden as you exit the Metro. But now we have weeds. I did try to call. I called Gloria Molina's office, spoke to Virginia. There's nothing been done. In front of Kaiser, there's just trash all over. So for me, this is going to be more -- more trash to our city. So that's pretty much it.

HEARING EXAMINER: Thank you.

MS. SAINZ: Thank you.

PH-11

HEARING EXAMINER: And the next witness, Carmen.

MS. SAINZ: Ron Mukai.

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PH-11 cont.

MR. MCKAY: Hi, folks. Ron Mukai, M-u-k-a-i. I'm a local developer here in East L.A. My family's been here for a while, for about three generations.

Anyways, a couple things on -- on the EIR. During construction, one of the problems we had with the Gold Line -- and I've been involved in East L.A. since -- in the development part since the mid '90s, so I learned from past mistakes. During construction need adequate signage to let people know that -- that the businesses are open. Because you tear up the street, whether it's for good things or bad things, all the businesses go away -- if they can't survive the year and a half of construction, it doesn't matter what good things come in because they go broke during the construction.

You need to have a real plan as far as when you do the construction, how you do the construction, because if you can do it at night, if you can do it on the times when they're slow, and you're coordinating it with the businesses, you're going to help them a lot more than, well, too bad, this is when we're doing it, deal with it. Because I've seen a lot of businesses die before they can reap the benefits of new projects because they just can't survive the construction phase.

Give them a real plan. You know, MTA, they came in and they said, hey, we closed down your street for two years, but we'll give you 5000 flyers. Well, that doesn't make them

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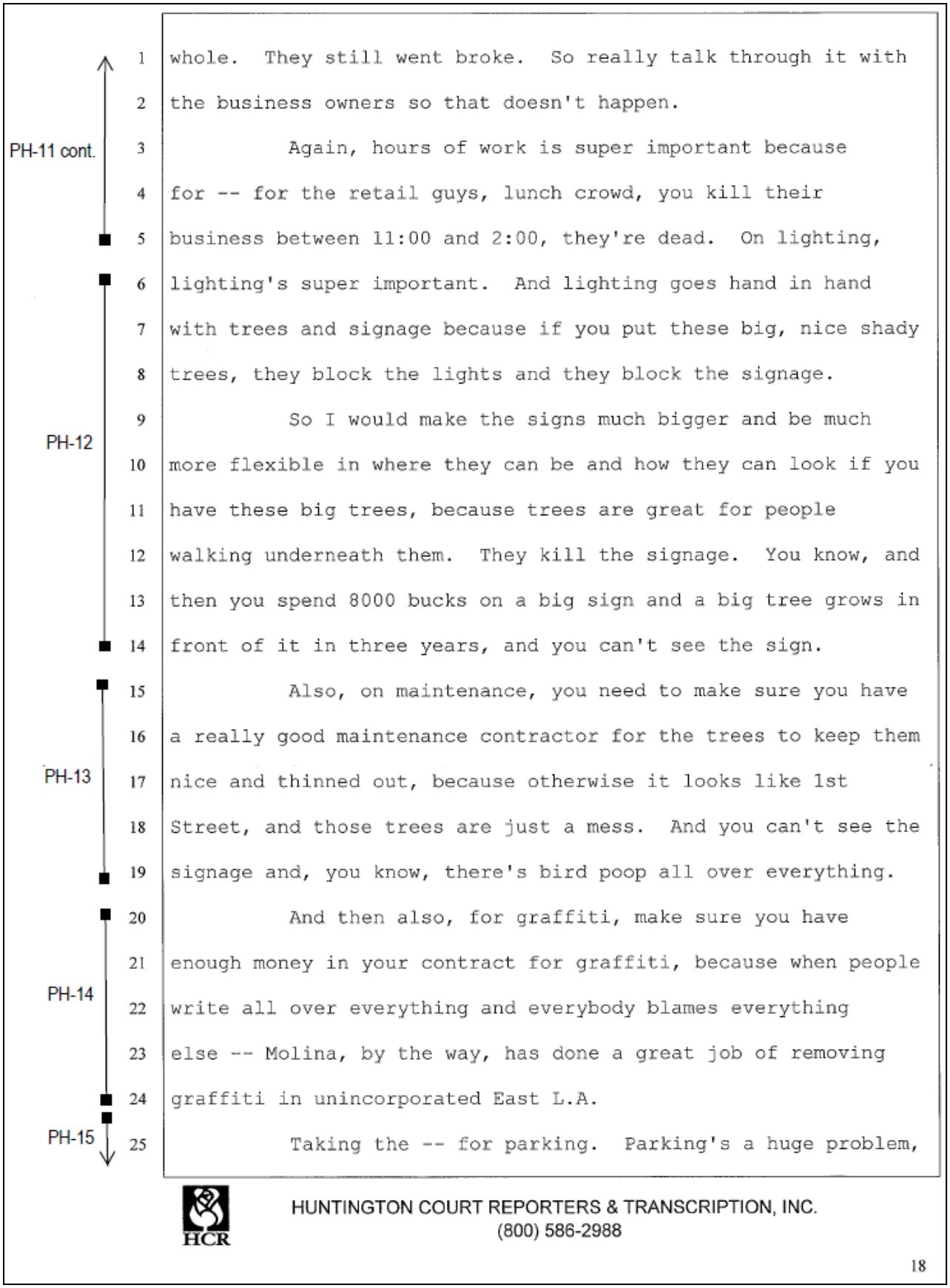

whole. They still went broke. So really talk through it with the business owners so that doesn't happen.

PH-11 cont.

Again, hours of work is super important because for -- for the retail guys, lunch crowd, you kill their business between 11:00 and 2:00, they're dead. On lighting, lighting's super important. And lighting goes hand in hand with trees and signage because if you put these big, nice shady trees, they block the lights and they block the signage.

PH-12

So I would make the signs much bigger and be much more flexible in where they can be and how they can look if you have these big trees, because trees are great for people walking underneath them. They kill the signage. You know, and then you spend 8000 bucks on a big sign and a big tree grows in front of it in three years, and you can't see the sign.

PH-13

Also, on maintenance, you need to make sure you have a really good maintenance contractor for the trees to keep them nice and thinned out, because otherwise it looks like 1st Street, and those trees are just a mess. And you can't see the signage and, you know, there's bird poop all over everything.

PH-14

And then also, for graffiti, make sure you have enough money in your contract for graffiti, because when people write all over everything and everybody blames everything else -- Molina, by the way, has done a great job of removing graffiti in unincorporated East L.A.

PH-15

Taking the -- for parking. Parking's a huge problem,

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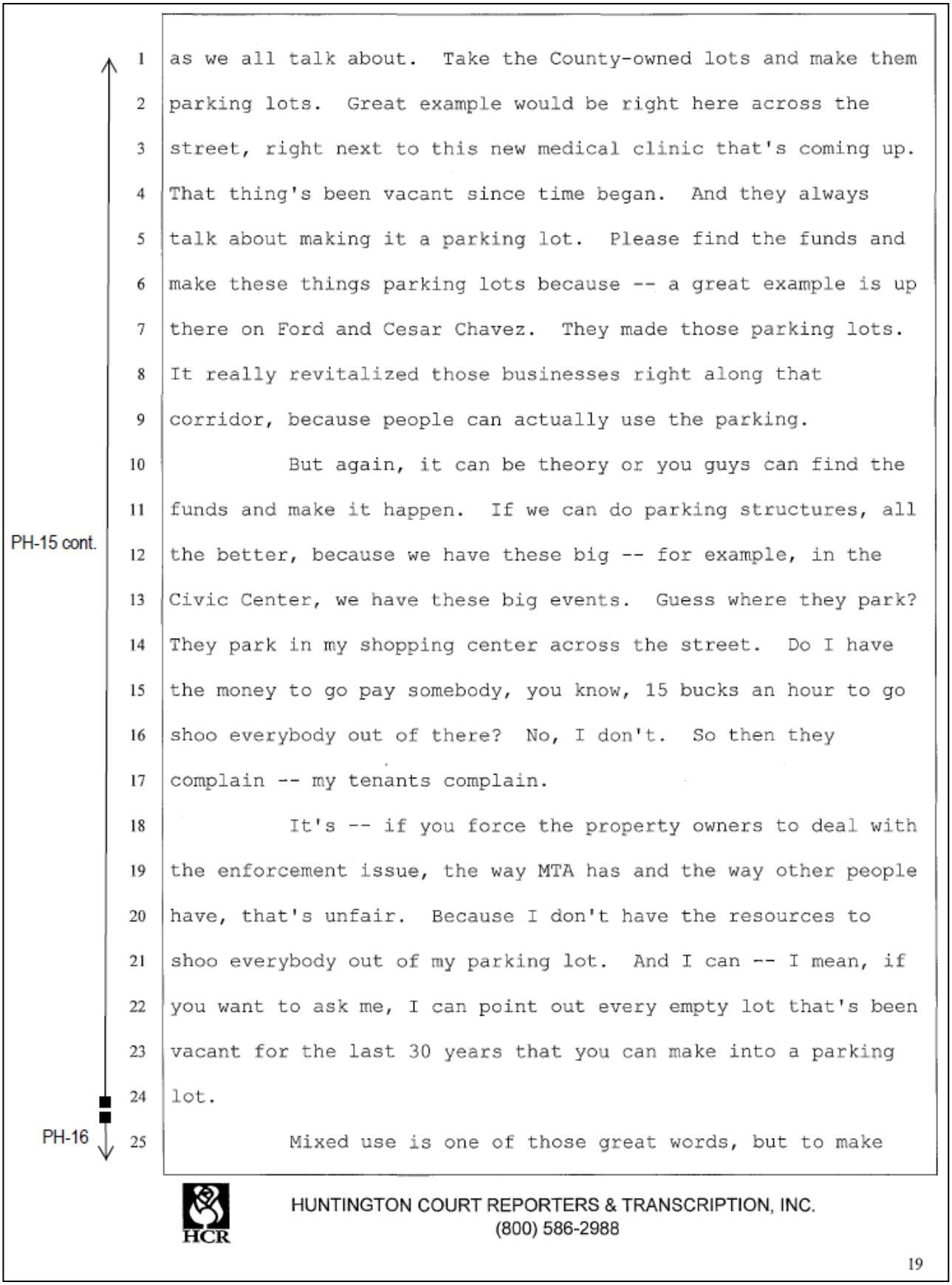

as we all talk about. Take the County-owned lots and make them parking lots. Great example would be right here across the street, right next to this new medical clinic that's coming up. That thing's been vacant since time began. And they always talk about making it a parking lot. Please find the funds and make these things parking lots because -- a great example is up there on Ford and Cesar Chavez. They made those parking lots. It really revitalized those businesses right along that corridor, because people can actually use the parking.

But again, it can be theory or you guys can find the funds and make it happen. If we can do parking structures, all the better, because we have these big -- for example, in the Civic Center, we have these big events. Guess where they park? They park in my shopping center across the street. Do I have the money to go pay somebody, you know, 15 bucks an hour to go shoo everybody out of there? No, I don't. So then they complain -- my tenants complain.

It's -- if you force the property owners to deal with the enforcement issue, the way MTA has and the way other people have, that's unfair. Because I don't have the resources to shoo everybody out of my parking lot. And I can -- I mean, if you want to ask me, I can point out every empty lot that's been vacant for the last 30 years that you can make into a parking lot.

Mixed use is one of those great words, but to make

PH-15 cont.

PH-16

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PH-16 cont.

PH-17

sure that the commercial is actually commercial. One of -- one of the failures is right here next door, that old Red Cross building. They called it mixed use. What it is, is it's affordable housing, low income housing, with a couple retail units stuck in under there so they can call it mixed use. It's not real mixed use. It does nobody any good -- and it's low income housing.

I'm not -- I'm not opposed to low income housing. I am opposed to low income housing on a commercial corridor because there's only so many A-B quality lots in East L.A. that you can use for retail. And if you put low income housing on all of them, then you're going to have no retail and you're going to have no tax base, and we're never going to be self-sufficient.

So I would like to see some kind of local accountability as to what is good commercial, what is good mixed use. And I'm not saying emotional decisions. Just from an aspect of, yes, an A or a B retailer would go in these things, you know, and not whatever travel agency that takes up 300 square feet in that -- in that so-called commercial.

Protecting local developers from competing against the big housing guys. You know, I bid on that -- that Red Cross building. I got outbid by a million bucks. If you force the local developer to compete against these affordable housing guys that have gajillions of dollars, we will always lose. And

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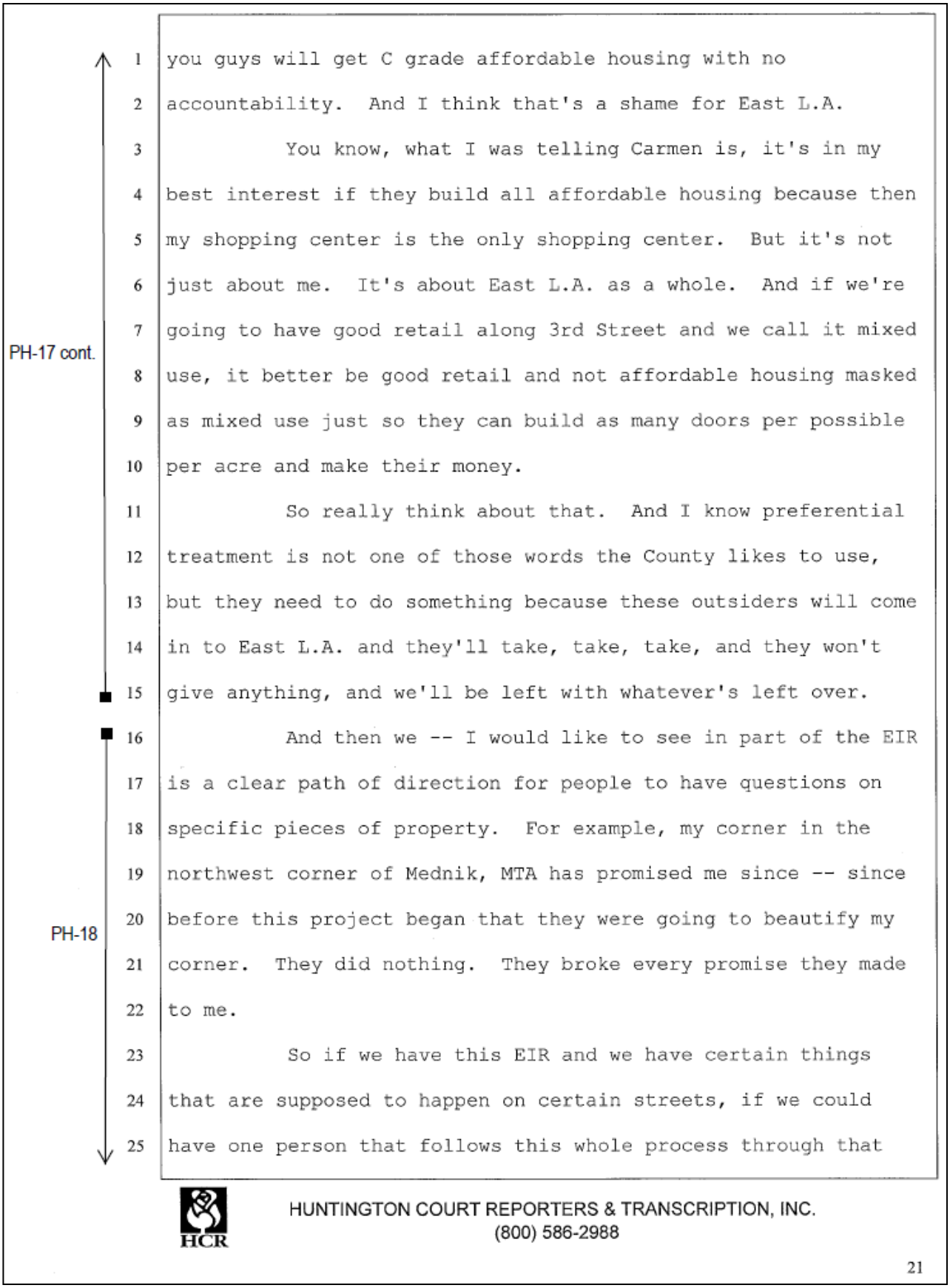

you guys will get C grade affordable housing with no accountability. And I think that's a shame for East L.A.

You know, what I was telling Carmen is, it's in my best interest if they build all affordable housing because then my shopping center is the only shopping center. But it's not just about me. It's about East L.A. as a whole. And if we're going to have good retail along 3rd Street and we call it mixed use, it better be good retail and not affordable housing masked as mixed use just so they can build as many doors per possible per acre and make their money.

PH-17 cont.

So really think about that. And I know preferential treatment is not one of those words the County likes to use, but they need to do something because these outsiders will come in to East L.A. and they'll take, take, take, and they won't give anything, and we'll be left with whatever's left over.

And then we -- I would like to see in part of the EIR is a clear path of direction for people to have questions on specific pieces of property. For example, my corner in the northwest corner of Mednik, MTA has promised me since -- since before this project began that they were going to beautify my corner. They did nothing. They broke every promise they made to me.

PH-18

So if we have this EIR and we have certain things that are supposed to happen on certain streets, if we could have one person that follows this whole process through that

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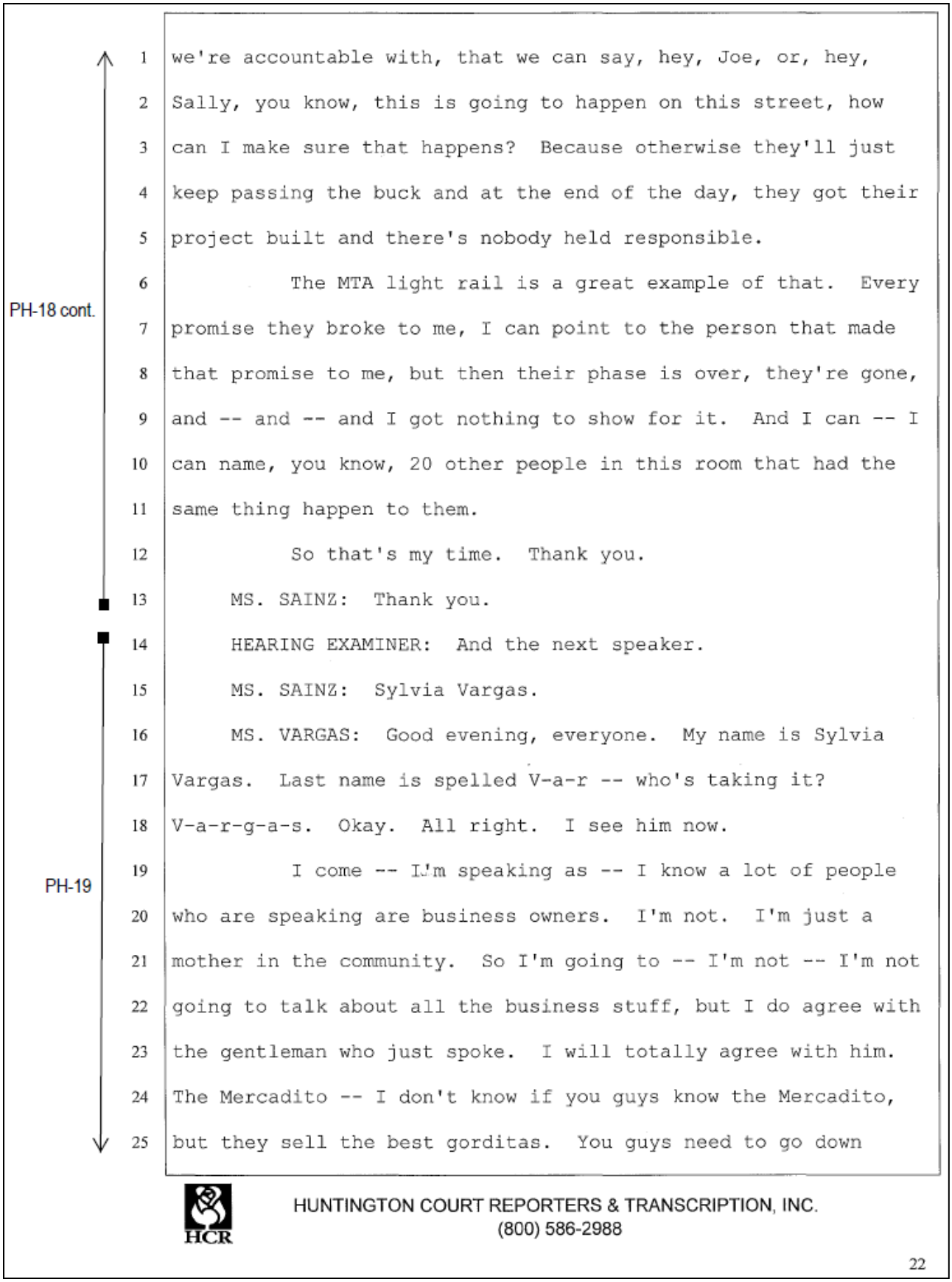

PH-18 cont.

we're accountable with, that we can say, hey, Joe, or, hey, Sally, you know, this is going to happen on this street, how can I make sure that happens? Because otherwise they'll just keep passing the buck and at the end of the day, they got their project built and there's nobody held responsible.

The MTA light rail is a great example of that. Every promise they broke to me, I can point to the person that made that promise to me, but then their phase is over, they're gone, and -- and -- and I got nothing to show for it. And I can -- I can name, you know, 20 other people in this room that had the same thing happen to them.

So that's my time. Thank you.

MS. SAINZ: Thank you.

HEARING EXAMINER: And the next speaker.

MS. SAINZ: Sylvia Vargas.

MS. VARGAS: Good evening, everyone. My name is Sylvia Vargas. Last name is spelled V-a-r -- who's taking it? V-a-r-g-a-s. Okay. All right. I see him now.

PH-19

I come -- I'm speaking as -- I know a lot of people who are speaking are business owners. I'm not. I'm just a mother in the community. So I'm going to -- I'm not -- I'm not going to talk about all the business stuff, but I do agree with the gentleman who just spoke. I will totally agree with him. The Mercadito -- I don't know if you guys know the Mercadito, but they sell the best gorditas. You guys need to go down

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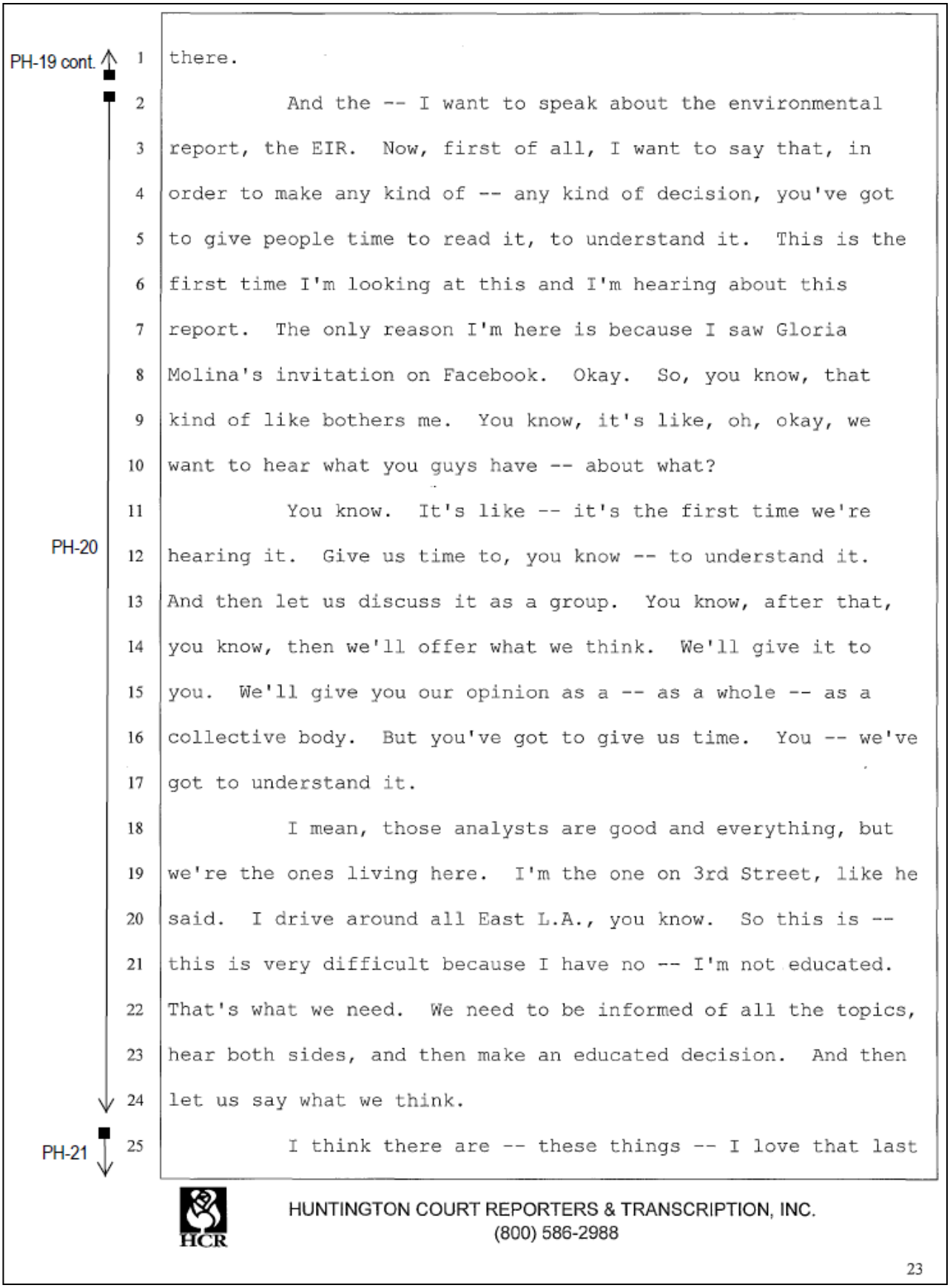

PH-19 cont.

there.

And the -- I want to speak about the environmental report, the EIR. Now, first of all, I want to say that, in order to make any kind of -- any kind of decision, you've got to give people time to read it, to understand it. This is the first time I'm looking at this and I'm hearing about this report. The only reason I'm here is because I saw Gloria Molina's invitation on Facebook. Okay. So, you know, that kind of like bothers me. You know, it's like, oh, okay, we want to hear what you guys have -- about what?

PH-20

You know. It's like -- it's the first time we're hearing it. Give us time to, you know -- to understand it. And then let us discuss it as a group. You know, after that, you know, then we'll offer what we think. We'll give it to you. We'll give you our opinion as a -- as a whole -- as a collective body. But you've got to give us time. You -- we've got to understand it.

I mean, those analysts are good and everything, but we're the ones living here. I'm the one on 3rd Street, like he said. I drive around all East L.A., you know. So this is -- this is very difficult because I have no -- I'm not educated. That's what we need. We need to be informed of all the topics, hear both sides, and then make an educated decision. And then let us say what we think.

PH-21

I think there are -- these things -- I love that last

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PH-21 cont.

picture right there. I love it. I mean, it's so -- I could see that. But the -- the trash. You know, come in the morning after a weekend. Drive down Cesar Chavez. Look at all the people who have businesses and they're picking up the trash from the cantinas, from the bars. You know, people -- you know, the trash is bad. You know, down Cesar Chavez. You know, all these streets. 1st Street, it's dead. You know, 1st Street Market closed. The big store. It's dead.

PH-22

You know, so I think that, as far environment is, change is good. You know, change is good. I'm going to say that. Change is good. But the right change at the right time. And I love everything that Gloria Molina's been doing. This park is my favorite park. And so thank you, guys, for your time, your hard work. I really appreciate, you know, everything you guys all do, especially him. No. Court reporter, who has no name. Just kidding. But anyway, thank you.

MS. SAINZ: Thank you.

HEARING EXAMINER: Mr. Child, yeah.

MR. CHILD: We're happy to include anyone or -- to get involved in any particular group that you would want to suggest to us to get the word out there. We have -- we have had community meetings. We've been -- we've been having events on this. But that -- we always --

MS. VARGAS: Where?

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PH-22 cont.

MR. CHILD: -- yeah --
MS. VARGAS: When?
MR. CHILD: -- I was going to say, if you have --
MS. VARGAS: Who?
MR. CHILD: -- any suggestions, let us know.
MS. VARGAS: I don't mean to -- I don't mean to be rude, but no, all those things are coming up. You know, it's like, where? Quien? Cuando? Como? Who? You know, tell us, you know.
MR. CHILD: No, I do understand. So -- I'm sorry. This was off.
MS. VARGAS: Thank you.
MR. CHILD: But if you can let us know, give us suggestions, we're happy to go out and help you understand what this is all about and to get further input from you. And then also please be aware that the comment period for this Environmental Impact Report is -- it's not just today that you have the chance to do that. The comment period remains open until the end of the month.
MS. VARGAS: Okay.
MR. CHILD: Yeah.
MS. VARGAS: Okay. So I have time.
HEARING EXAMINER: And Carmen, do you have her contact information on that speaker card?
MS. SAINZ: Yes, I have an address and a phone number.

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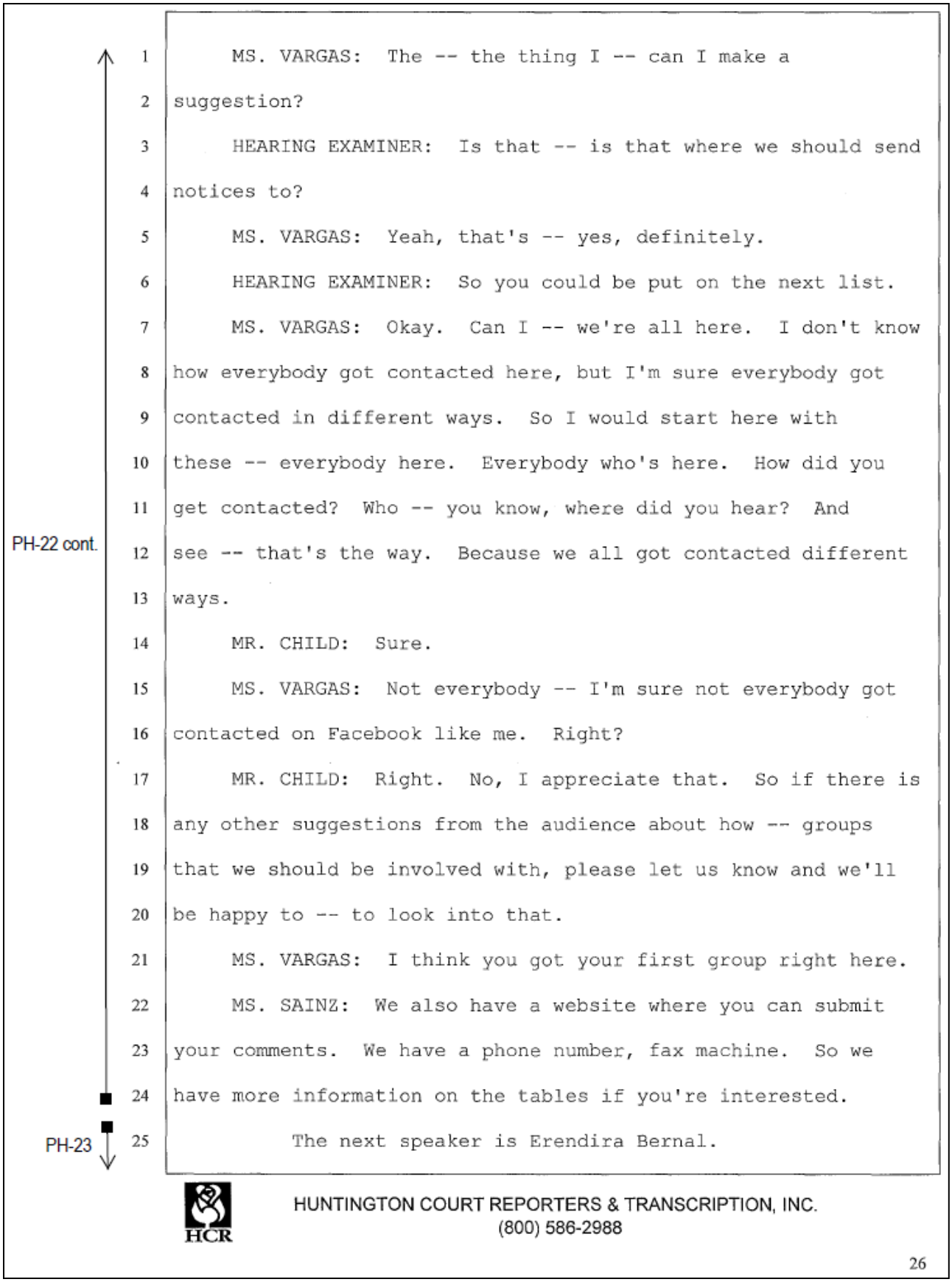

PH-22 cont.

MS. VARGAS: The -- the thing I -- can I make a suggestion?

HEARING EXAMINER: Is that -- is that where we should send notices to?

MS. VARGAS: Yeah, that's -- yes, definitely.

HEARING EXAMINER: So you could be put on the next list.

MS. VARGAS: Okay. Can I -- we're all here. I don't know how everybody got contacted here, but I'm sure everybody got contacted in different ways. So I would start here with these -- everybody here. Everybody who's here. How did you get contacted? Who -- you know, where did you hear? And see -- that's the way. Because we all got contacted different ways.

MR. CHILD: Sure.

MS. VARGAS: Not everybody -- I'm sure not everybody got contacted on Facebook like me. Right?

MR. CHILD: Right. No, I appreciate that. So if there is any other suggestions from the audience about how -- groups that we should be involved with, please let us know and we'll be happy to -- to look into that.

MS. VARGAS: I think you got your first group right here.

MS. SAINZ: We also have a website where you can submit your comments. We have a phone number, fax machine. So we have more information on the tables if you're interested.

PH-23

The next speaker is Erendira Bernal.

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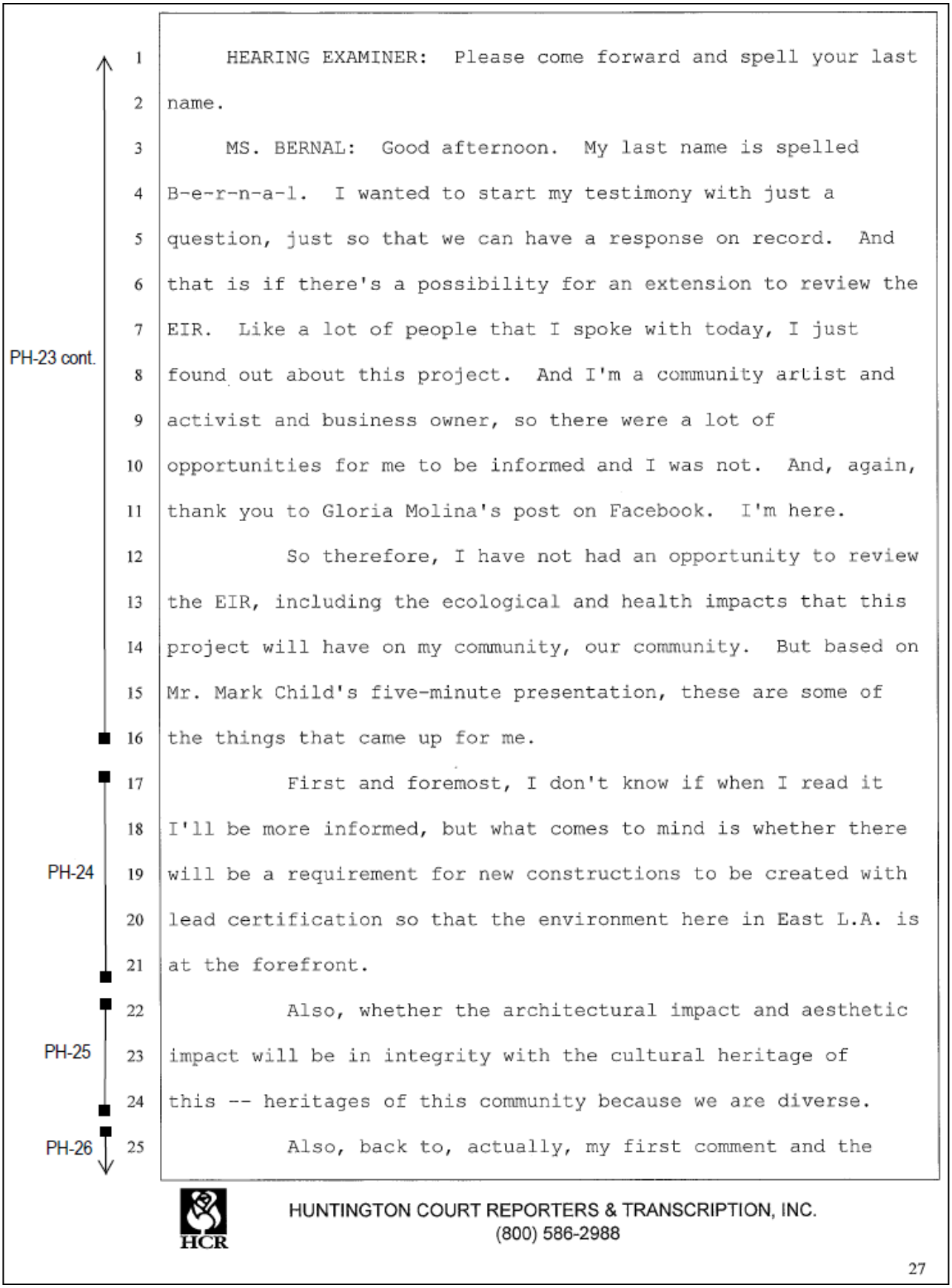

PH-23 cont.

HEARING EXAMINER: Please come forward and spell your last name.

MS. BERNAL: Good afternoon. My last name is spelled B-e-r-n-a-l. I wanted to start my testimony with just a question, just so that we can have a response on record. And that is if there's a possibility for an extension to review the EIR. Like a lot of people that I spoke with today, I just found out about this project. And I'm a community artist and activist and business owner, so there were a lot of opportunities for me to be informed and I was not. And, again, thank you to Gloria Molina's post on Facebook. I'm here.

So therefore, I have not had an opportunity to review the EIR, including the ecological and health impacts that this project will have on my community, our community. But based on Mr. Mark Child's five-minute presentation, these are some of the things that came up for me.

PH-24

First and foremost, I don't know if when I read it I'll be more informed, but what comes to mind is whether there will be a requirement for new constructions to be created with lead certification so that the environment here in East L.A. is at the forefront.

PH-25

Also, whether the architectural impact and aesthetic impact will be in integrity with the cultural heritage of this -- heritages of this community because we are diverse.

PH-26

Also, back to, actually, my first comment and the

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PH-26 cont.

question is, are there multilingual translations of the Environmental Impact Report because there are, I think, about at least six languages spoken in our community. So that's one aspect.

The next -- the next aspect is again relating to Mr. Childs' presentation in regard to the master sign program and the sign standards. My concern is whether there will be -- there will be cultural compatibility which -- which will support our community's mental health. There has been a lot of studies done in which it is proven that when your culture is reflected then your mental health is at a better state.

PH-27

So sometimes these generic signs are not helpful for our communities and sometimes not even the businesses. And I'm concerned that if you want to have a creative sign then you will have to apply for a permit, so it will make it more challenging for the creative people of our community to have signage.

On the other hand, this could be a wonderful opportunity to create jobs for local artists while maintaining the aesthetic integrity of our community.

PH-28

The next subject is about strategies. And I would like to know, what is the strategy for supporting existing local businesses and organizations? How will this project ensure the sustainability of local businesses, existing and new ones? And how will it create more opportunities for new local

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businesses instead of opening the doors for predatory corporations through the zoning changes?

So those are the things that came up for me just from hearing the presentation today. Thank you for your time.

HEARING EXAMINER: Thank you. And do we have any more?

MS. SAINZ: No.

HEARING EXAMINER: Okay. That's the last -- that's the last speaker. And so we normally would conclude the -- the meeting at this point. But I'm going to ask Mr. Child to respond to a couple of the comments that were made. First of all, this is Mr. Child. Mr. Phillips is at the end. I think you were confused.

MR. BERNAL: I'm sorry.

MR. CHILD: I think some of the questions that you asked are probably best answered through the Environmental Impact Report and those -- in fact, all your questions, of course, will be -- will be responded to in the report. But there are some -- some that we could probably answer here because they're simple.

In terms of the lead certification, that's handled at the building permit stage and building -- this process would set up a development code so that they -- a potential developer would come in, they would receive zoning approval for their -- for their project, but it would then be the zoning -- the building permit stage that it would go through to Building and

PH-28 cont.

PH-29

PH-30

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PH-30 cont.

PH-31

PH-32

Safety and they would be the -- that would be the point at which it would have to comply with Building Code, which does require lead certification as a voluntary measure.

So I think we can -- we can give you those details through the response to comments as well. I did -- I guess one of -- maybe it may have been clearer to others, but the question that you had regarding sign standards and cultural -- the cultural compatibility of signs, I'm not quite sure -- would we know how to handle that or would we need any more information to be able to handle that? Maybe if you could be a little bit more specific on that question. Is there a certain type -- you mean painted signs versus placard signs or signs that include a certain type of art?

Would you mind coming back up?

HEARING EXAMINER: You have to come back up to the mic. Yeah.

MS. BERNAL: From what I understood of the presentation, there is a master sign program component that would include sign standards. Right? So that, to me, I interpret that as a cookie cutter sign program. And that is not helpful to our community's mental health.

MR. CHILD: Oh, I see. Okay. Maybe if we could explain a little what the sign -- I mean, obviously, this is the -- we're probably going a little bit beyond what would be in the response in the comments here, but just to give you this

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PH-32 cont.

explanation.

MR. ESTES: The proposed sign standards, there's actually, I think, three elements with the sign standards. There will be certain sign types that are allowed by right. So if a business wanted to put a wall sign up, an awning sign, or a projecting sign, there are certain standards for those type of signs, the location, the size, the number of signs.

There -- what you're referring to, there are two other provisions. One is -- one that we're proposing is called a creative sign permit. So that actually grants a lot of flexibility to a business that wants to propose something that is different from the sign standards that may be larger or artistically designed, that may be more suitable for their business.

We do have a handout of the proposed sign standards in the back so, I mean, one example that I -- that I've seen is, you know, a shoe repair shop where they have a shoe shaped -- you know, the sign is shaped in a shoe and it's a neon sign. You know, it's artistically designed, really communicates the message clearly and simply. You see the shoe. You know it's a shoe repair shop. So that's -- that's one -- one provision.

The master sign program is actually focused more for multitenant sites where there -- you know, there are four or more tenants, and the goal with that is to allow multitenant

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PH-32 cont.

properties' individual tenants to advertise their business while also providing more of a unified cohesive appearance for that one single project. But not -- not applying a master sign program to the entire area, but just for an individual property with multiple signs.

MS. BERNAL: And is there an opportunity for a provision that would include like a roster of artists that people that would like a creative sign that fills out the permit, that they can choose from to provide more work opportunities for artists?

HEARING EXAMINER: Okay. I just want to mention here, for the record, for the court reporter's benefit, it's Mr. Estes that is responding.

MS. BERNAL: Yes.

HEARING EXAMINER: Proceed.

PH-33

MR. CHILD: Well, I think one of the things, if I may -- this is Mark Child. The -- the content of the sign is usually not what we regulate. We regulate the size, the placement. So there will be no restriction on -- and we wouldn't be a part of contracting for the content. That would be up to the person who runs the business to do that.

I mean, what -- what Mr. Estes explained, I think our intention or what the proposal in this Development Code is to -- to make the sign program more flexible for East Los Angeles. If, as you look through this, or as any of you look through this, if you see areas where that isn't the case and

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PH-33 cont.

you'd like to suggest change, we're welcome to hear that. But our starting place has been to make the sign program more flexible so that it does actually account for the needs in this community as opposed to applying the countywide standards that admittedly don't -- culturally may not be that useful here. But the -- the actual content and who provides the -- if it's a painted sign or if it's any sort of sign, we wouldn't -- we wouldn't specify who that has to be. That's not the role that we play in this.

MS. BERNAL: I understand what you're saying, that you would not be able -- what I'm understanding is that you would not be able to dictate who creates a sign and how they create it.

MR. CHILD: That's right.

MS. BERNAL: That's not what I was referring to.

MR. CHILD: Oh, okay.

MS. BERNAL: Maybe I did not communicate well. I was conflating two different objectives for the project. One is -- would include the signage, right, to create the signage standards. And the other one is to create more jobs. And so it would be really helpful for local community artists if they had more of visibility with developers and local businesses or residents, whoever needed a sign, and this project could be helpful for that. It could help artists obtain more jobs and that's what I was referring to.

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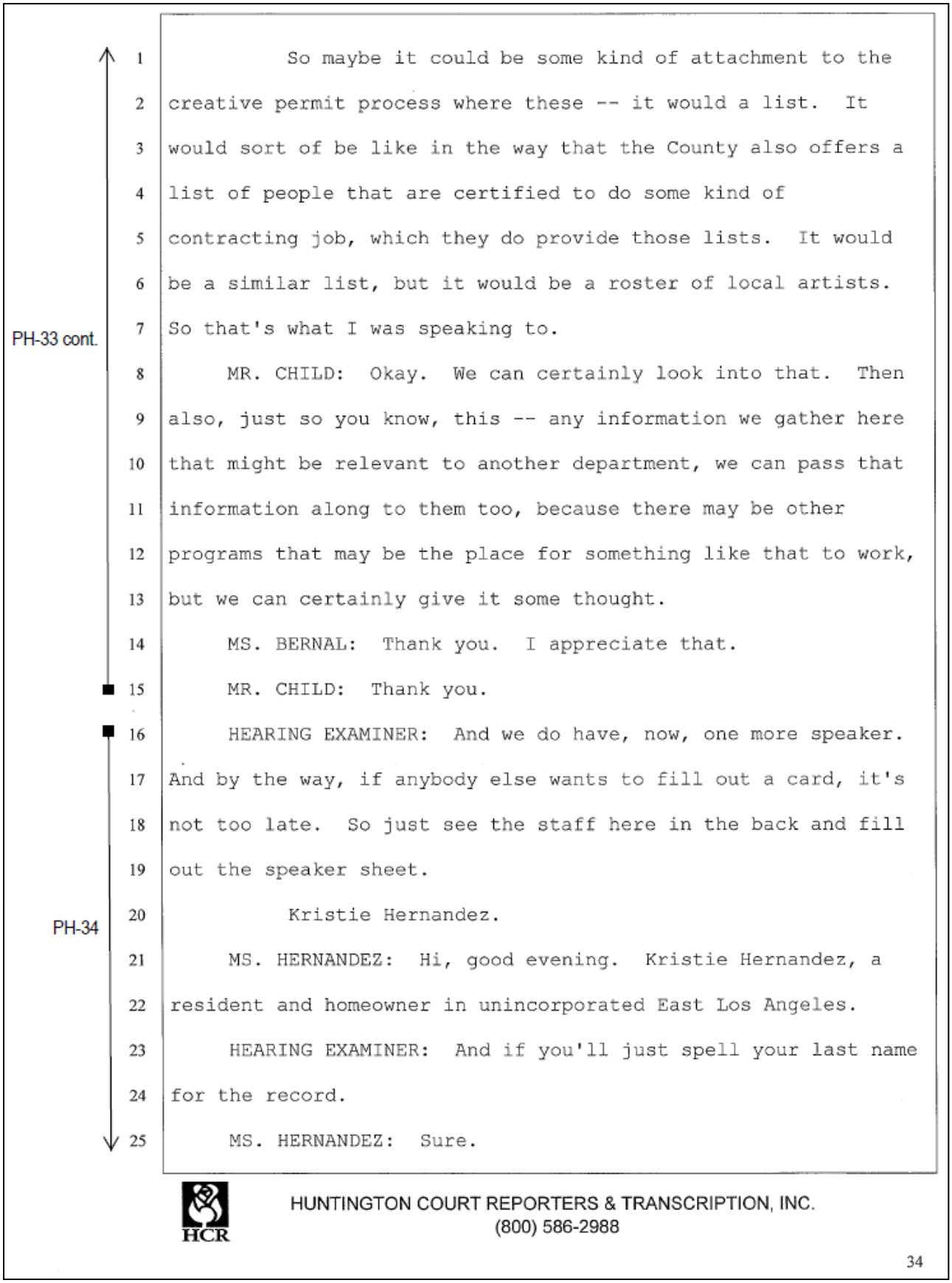

PH-33 cont.

So maybe it could be some kind of attachment to the creative permit process where these -- it would a list. It would sort of be like in the way that the County also offers a list of people that are certified to do some kind of contracting job, which they do provide those lists. It would be a similar list, but it would be a roster of local artists. So that's what I was speaking to.

MR. CHILD: Okay. We can certainly look into that. Then also, just so you know, this -- any information we gather here that might be relevant to another department, we can pass that information along to them too, because there may be other programs that may be the place for something like that to work, but we can certainly give it some thought.

MS. BERNAL: Thank you. I appreciate that.

MR. CHILD: Thank you.

HEARING EXAMINER: And we do have, now, one more speaker. And by the way, if anybody else wants to fill out a card, it's not too late. So just see the staff here in the back and fill out the speaker sheet.

PH-34

Kristie Hernandez.

MS. HERNANDEZ: Hi, good evening. Kristie Hernandez, a resident and homeowner in unincorporated East Los Angeles.

HEARING EXAMINER: And if you'll just spell your last name for the record.

MS. HERNANDEZ: Sure.

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PH-34 cont.

That's Hernandez, H-e-r-n-a-n-d-e-z.

I apologize for coming in a few minutes late so I didn't get to hear your presentation. And personally, I would like to continue to do a little bit more research and read through more of the actual planning of the 3rd Street Specific Plan.

But I will say that I have been involved in other committees, such as the Metro Community Advisory Committee, to look at more options for walkability, bikeability. And I'd just like to go ahead and give my two cents to caution about some of the things that I noticed from that group and that I see from what I've read so far as far as making this plan also very, you know, pedestrian friendly and whatnot.

And one of my concerns is the widening of some of these sidewalks. There have been -- on like Cesar Chavez, for instance, we've seen some of the -- two lanes narrowed down to one. And I feel that if we widen some of these sidewalks -- again, I'm not sure how that might be integrated and I will be honest, but again, just want to caution to that. I don't want to see more of our streets being narrowed.

3rd Street was one of our most beautiful streets. And you talk to residents, they will say they were very happy with the fact that you could just drive down this beautiful street that was wide and open, and now they don't have that anymore. And if you notice in the community, we're having less

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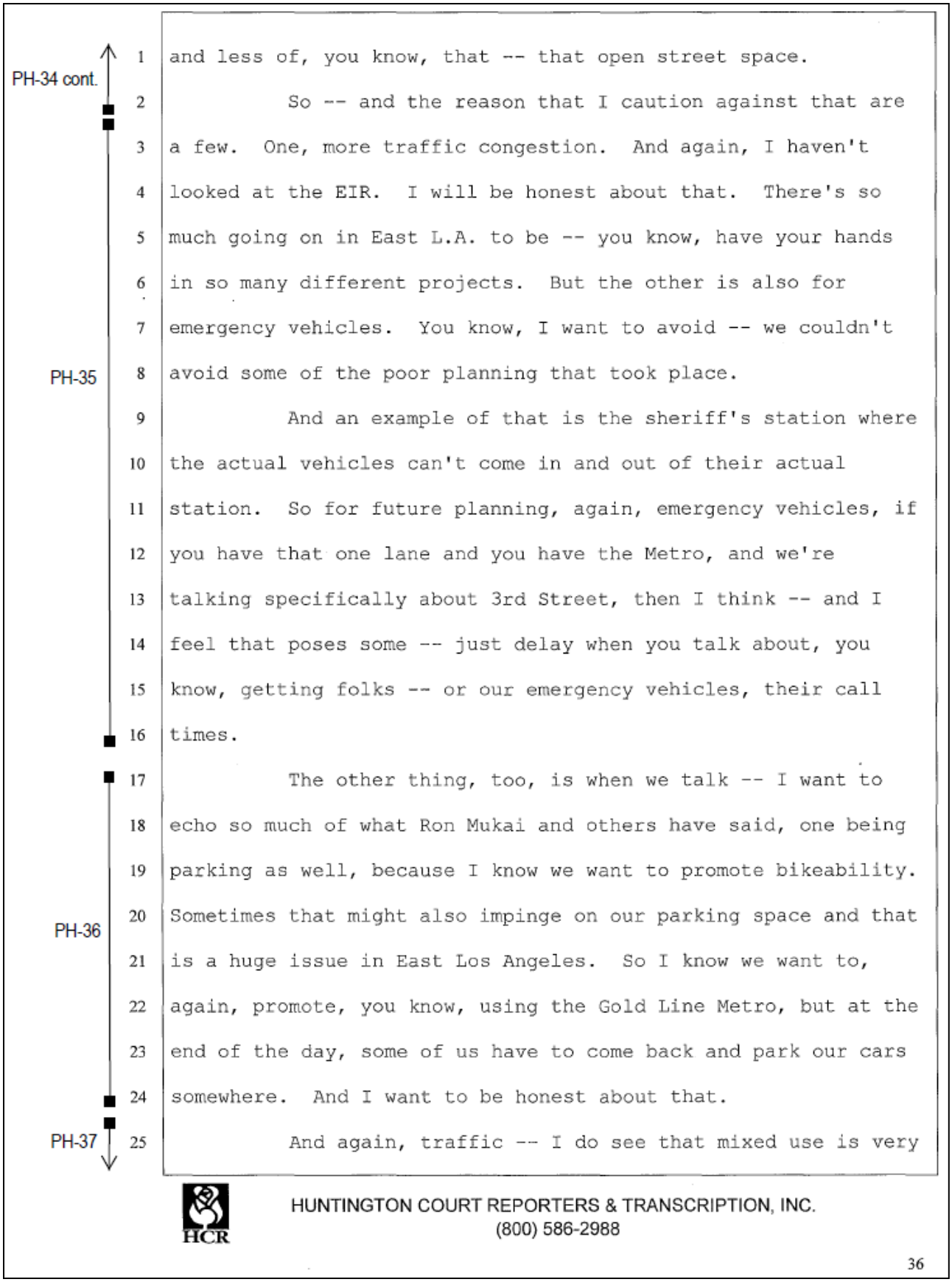

PH-34 cont.

and less of, you know, that -- that open street space.

So -- and the reason that I caution against that are a few. One, more traffic congestion. And again, I haven't looked at the EIR. I will be honest about that. There's so much going on in East L.A. to be -- you know, have your hands in so many different projects. But the other is also for emergency vehicles. You know, I want to avoid -- we couldn't avoid some of the poor planning that took place.

PH-35

And an example of that is the sheriff's station where the actual vehicles can't come in and out of their actual station. So for future planning, again, emergency vehicles, if you have that one lane and you have the Metro, and we're talking specifically about 3rd Street, then I think -- and I feel that poses some -- just delay when you talk about, you know, getting folks -- or our emergency vehicles, their call times.

The other thing, too, is when we talk -- I want to echo so much of what Ron Mukai and others have said, one being parking as well, because I know we want to promote bikeability. Sometimes that might also impinge on our parking space and that is a huge issue in East Los Angeles. So I know we want to, again, promote, you know, using the Gold Line Metro, but at the end of the day, some of us have to come back and park our cars somewhere. And I want to be honest about that.

PH-36

PH-37

And again, traffic -- I do see that mixed use is very

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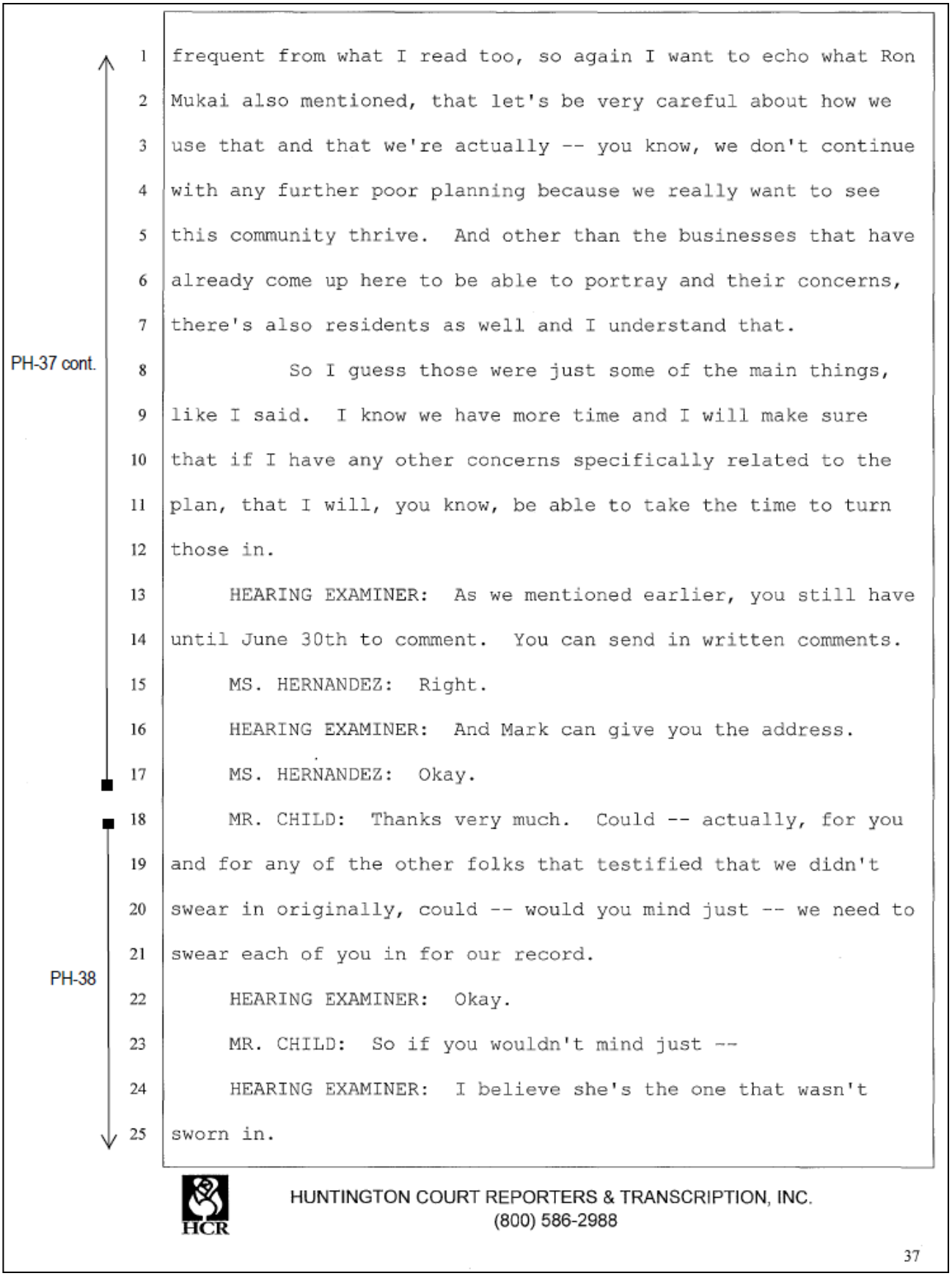

PH-37 cont.

PH-38

frequent from what I read too, so again I want to echo what Ron Mukai also mentioned, that let's be very careful about how we use that and that we're actually -- you know, we don't continue with any further poor planning because we really want to see this community thrive. And other than the businesses that have already come up here to be able to portray and their concerns, there's also residents as well and I understand that.

So I guess those were just some of the main things, like I said. I know we have more time and I will make sure that if I have any other concerns specifically related to the plan, that I will, you know, be able to take the time to turn those in.

HEARING EXAMINER: As we mentioned earlier, you still have until June 30th to comment. You can send in written comments.

MS. HERNANDEZ: Right.

HEARING EXAMINER: And Mark can give you the address.

MS. HERNANDEZ: Okay.

MR. CHILD: Thanks very much. Could -- actually, for you and for any of the other folks that testified that we didn't swear in originally, could -- would you mind just -- we need to swear each of you in for our record.

HEARING EXAMINER: Okay.

MR. CHILD: So if you wouldn't mind just --

HEARING EXAMINER: I believe she's the one that wasn't sworn in.

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PH-38 cont.

MR. CHILD: Just the one? I think there were two.

HEARING EXAMINER: Hernandez.

MR. CHILD: Okay. I'm sorry. So if you wouldn't mind.

HEARING EXAMINER: Okay. We'll do this. Please raise your right hand.

Do you swear or affirm under penalty of perjury the testimony you just gave us that was pending before the hearing officer here, shall be the truth, the whole truth, and nothing but the truth, for each of you?

Thank you.

MS. SAINZ: The next speaker is Omeatl Tonatiuh.

MR. CHILD: I don't know if he got sworn in actually.

HEARING EXAMINER: Huh?

MR. CHILD: I don't think this guy was sworn in.

HEARING EXAMINER: No, he wasn't.

And were you sworn in, sir? Okay. Yeah. We'll have to go -- please raise your right hand.

PH-39

And do you swear or affirm under penalty of perjury that the testimony you will give in this matter now pending before the hearing examiner shall be the truth, the whole truth, and nothing but the truth?

MR. TONATIUH: I do.

HEARING EXAMINER: Okay. And just spell your last name.

MR. TONATIUH: T-o-n-a-t-i-u-h.

I've lived in this community since I was five years

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PH-39 cont.

PH-40

old. And I'd like to say I saw this map, as far as the environmental report, and it says open space and the green area and 75 percent of that is cemetery.

So I want to know in terms of green spaces and availability on top of what we have here and across the street, on the environmental and what is being done to provide more green spaces, spaces for community gardens, more activities for people in open spaces because I don't think we're going to be going and riding our bicycles at the cemeteries. Thank you.

MR. CHILD: Thank you very much.

HEARING EXAMINER: Is there anyone else who wishes to testify? It's not too late to come forward and fill out a card.

Okay. Does staff have any concluding comments? Mr. Phillip Estes or Mark Child?

MR. CHILD: So, again -- oh, excuse me. As I mentioned before, thank you very much for coming. We are here for a little while longer. So if you think of other questions and you'd prefer to speak to us one on one, please feel free to do so. We have folks over here on this side of the room. We're also available up here.

If you think of comments that you'd like to -- well, first of all, if you'd like to give us anything today, we have comment cards at the door. If there are other -- if, after you leave, you think of something, please feel free to contact us.

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PH-40 cont.

We can provide you with our contact information.

We have a project website that we can also send you to that will give you information on that. And from that website, you can also send us email. So there's lots of ways if you, later on, think of something that you didn't say or want to say today. Please, don't hesitate to contact us. We are -- this process is open and we are -- we'd like to hear from you.

We have a hearing scheduled in about a -- is it July -- July 23rd. That will be at the Regional Planning Commission. That hearing is held downtown. So if you -- if you would like to stay here but watch the hearing, you can do so through live streaming. But if you want to comment on that hearing or comment so that it's considered at the hearing, you can send that comment into us at any time and we'll make sure that gets to the -- the Planning Commission.

So I think that concludes what we have here. As I say, we'll be around after this. So if you'd like to chat with us or ask some more questions one on one, please -- please do that. Thank you again for coming.

HEARING EXAMINER: Any -- under provisions of state law, any public comment? Okay. Seeing none, close the hearing.

(Conclusion of Hearing.)

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TRANSCRIPTIONIST'S CERTIFICATE

I, Lee Miller, do hereby certify:

That the foregoing digitally recorded proceeding was received and transcribed into typewriting under my direction and supervision;

And I hereby certify that the foregoing transcript is a full, true and correct transcript of the audiotaped recording given to me.

I further certify that I am neither counsel for nor related to any party to said action, nor anywise interested in the outcome thereof.

In witness thereof, I have hereunto subscribed my name this 23rd day of June, 2014.

Lee Miller

LEE MILLER

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Responses to PH

Response PH-1

This comment is introduction and summarization and requires no response.

Response PH-2

The commenter expresses concern as to funding for improving his aging business. The County responded at the hearing that no upgrades to his property will be required under the Specific Plan, and that the Development Code in the Specific Plan will apply only to new construction. Mr. Duran also asked whether the County will buy property in the Specific Plan area (SPA), to which the County replied that it does not have the capability to do so, but perhaps this could be accomplished through other programs in the future.

Response PH-3

Mr. Lane made a comment concerning required improvements for his existing business. Refer to Response PH-2.

Response PH-4

Mr. Lane further comments that there is a severe congestion problem on 3rd Street and is concerned that increased density will exacerbate the problem. The potential effect of full build-out of the SPA would be reduced level of service at area intersections, as documented by the traffic analysis. Development projects, as proposed within the SPA, would be analyzed individually, and mitigation measures for those developments, based on a mixture of auto-based, pedestrian-based, bicycle-based, and transit-based measures, would be proposed and reviewed by the County as part of the traffic study approval and entitlements process.

Major mitigation measures to reduce vehicle traffic congestion would generally be infeasible throughout much of the study area, and would conflict with the land use plan to provide mixed-use development that is supportive of nonauto modes of travel. Small area commercial parcels would be compromised for future development potential if corridor widenings and major intersection widenings were pursued to provide traditional mitigation measures.

Response PH-5

Further concern is expressed over vibration and noise impacts from the trains. These issues were analyzed in the Environmental Impact Report for the Gold Line Extension and are not the subject of the EIR for the 3rd Street Plan and Form-Based Code Specific Plan. That document may be reviewed at: http://www.metro.net/projects/eastside/goldline_reports/.

Response PH-6

The commenter states his concern over possible radiation effects from train operations. Refer to Response PH-5.

Response PH-7

This comment concerns maintenance of street trees and other landscaping. The County has maintenance programs in place to tend to street landscaping. This comment does not address the adequacy of the EIR and no further response is required. However, this comment, as all comments, will be forwarded to the decision-makers for their consideration prior to taking action on the proposed Plan.

Response PH-8

Mr. Villarreal expresses concern over maintenance of the street landscaping. Refer to Response PH-7.

Response PH-9

The commenter questions the need for increased security and more police in the city. As noted on Draft EIR p. 4.12-11, 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. Further, 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.

Response PH-10

The commenter states that nothing has been done about the weeds by the Metro as well as trash all over. Refer to Response PH-7.

Response PH-11

The commenter states his concern over adequate signage during construction to direct customers to open businesses. County needs to coordinate with the business owners and hours of work are important. These comments do not address the adequacy of the EIR and no response is required, but the comment will be forwarded to the decision-makers for their consideration prior to taking action on the project.

Response PH-12

The commenter states that lighting is important, making the signs much bigger and requests that placement be more flexible so as big trees will not block the signs. This comment does not address the adequacy of the EIR and no response is required, but the comment will be forwarded to the decision-makers for their consideration prior to taking action on the project

Response PH-13

The commenter expresses his concern about tree maintenance on 3rd Street to keep the trees thinned out so signs are visible. Refer to Response PH-7.

Response PH-14

The commenter states that graffiti needs to be taken care of. This comment does not address the adequacy of the EIR and no response is required, but the comment will be forwarded to the decision-makers for their consideration prior to taking action on the project.

Response PH-15

The commenter states that parking is a problem and makes suggestions for converting County-owned lots into parking lots, or perhaps construct parking structures. Parking is not a CEQA issue; however, this comment will be forwarded to the decision-makers to consider prior to taking action on the proposed Plan.

Response PH-16

The commenter states that the County needs to ensure that commercial is actually commercial and the use of the term mixed use. He cites the old Red Cross building next door as an example, where it was called mixed use but is actually affordable housing with a couple of retail units included. The commenter states that he is opposed to low-income housing on a commercial corridor because of the scarcity of quality lots that can be used as retail. This comment does not address the adequacy of the EIR and no response is required, but the comment will be forwarded to the decision-makers for their consideration prior to taking action on the project.

Response PH-17

The commenter expresses concern about protecting local developers from competing against the big housing concerns. This comment does not address the adequacy of the EIR and no response is required, but the comment will be forwarded to the decision-makers for their consideration prior to taking action on the project.

Response PH-18

The commenter requests a clear path of direction for questions on specific pieces of property and that one person should follow the whole process through to communicate what is going to happen on a given street or parcel.

Response PH-19

This comment is anecdotal and does not concern the adequacy of the EIR. This comment does not address the adequacy of the EIR and no response is required, but the comment will be forwarded to the decision-makers for their consideration prior to taking action on the project.

Response PH-20

The commenter states that the County needs to give people enough time to read the EIR and understand it. She states it is the first time she has heard about it. Notice of Availability of the EIR was posted in the local newspaper as well as at LACDRP and the East Los Angeles Community Library. The County is receptive to hearing from individuals and community groups concerning the project and the EIR. The community will have additional opportunities to comment until the end of September, when the Board of Supervisors hearing to adopt the plan and certify the EIR will be held. It should be noted that the public has the opportunity to comment at this hearing as well as the Planning Commission hearing on July 23, 2014. Meaningful comment will be accepted throughout the process until its finalization.

Response PH-21

The commenter expresses her appreciation for the artist renderings of the potential architecture and street improvements under the proposed Plan. She states that there is a lot of trash along Cesar Chavez. The County Bureau of Sanitation is responsible for street clean-up and maintains a regular schedule for these activities.

Response PH-22

Refer to Response PH-20.

Response PH-23

The commenter requests an extension to review the EIR. Refer to Response PH-20.

Response PH-24

The commenter asks whether there will be a requirement for new construction to be constructed with LEED certification. The County responded during the hearing that LEED certification would be handled at the building permit stage and would be required to comply with the Building Code, which includes LEED certification as a voluntary measure.

Response PH-25

The commenter asked whether the architectural and aesthetic impacts will be consistent with the cultural heritage of the community. The County responded by asking for further clarification from the commenter (refer to Response PH-32 for this response).

Response PH-26

The commenter asks whether there are multilingual translations of the EIR due to the approximately six languages spoken in the community. The entire document was not translated, although all hearing notices and the Notice of Preparation for the EIR were translated into Spanish.

Response PH-27

The commenter again asks about cultural compatibility in the master sign program and stresses the need for creative signs rather than generic signs. The commenter also states that a creative sign program that

requires application for a permit could be an opportunity to create jobs for local artists. Refer to Response PH-32 for further response.

Response PH-28

The commenter asks what the strategies are for supporting existing local businesses and organizations. She further asks how the project will ensure the sustainability of local businesses, existing and new ones, and create more opportunities for new local businesses instead of for predatory corporations.

Response PH-29

This comment is made by County staff and is general. No further response is required.

Response PH-30

Refer to Response PH-24 regarding LEED certification.

Response PH-31

This comment is a question by the County directed at Ms. Bernal regarding the sign program. No further response is required.

Response PH-32

The commenter expresses concern that the master sign program is a cookie cutter sign program. County staff responded clarifying the three elements of the sign standards that pertain to specific types of signs, i.e., location, size, number of signs for wall signs, awning signs, or projecting signs. There is also a creative sign permit element that grants a lot of flexibility to a business that wants to propose something different from the sign standards that may be larger or differently designed. The master sign program is focused more for multitenant sites where there are four or more tenants, with the goal to allow multi-tenant properties to advertise individual businesses while still providing a unified, cohesive appearance. The program does not apply to the entire area, but to an individual property with multiple tenants.

Response PH-33

The commenter asks whether there is an opportunity for inclusion of a roster of artists that businesses could choose from when providing artistic signs to provide more work opportunities for artists. The County responded that the content of the sign is not regulated, only the size and placement and that the County is not responsible for contracting for the contract. County staff reiterated that the Development Code makes the sign program more flexible for the community rather than just applying countywide standards. The commenter then asks whether such a list could be attached to the individual creative sign permit. This is not a comment on the adequacy of the EIR. No further response is required, although the comment will be forwarded to the decision-makers for their consideration prior to taking action on the project.

Response PH-34

The commenter expresses concern over the widening of the sidewalks and the resulting narrowing of the streets and loss of open street space. Refer to Responses PH-35 through PH-37.

Response PH-35

The commenter states the community wants to avoid poor planning, particularly with regard to traffic congestion and corresponding impact on access for emergency vehicles. As required by law, and as discussed in EIR Section 4.14 (Transportation/Traffic), future projects within the SPA would be required to provide adequate access for emergency vehicles. Further, as noted on Draft EIR p. 4.7-26, 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. Also noted in Draft EIR Section 4.12 (Public Services), based on accessibility, the SPA would be served by LACoFD Fire Stations 1, 3, and 22. 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. Further, development under the proposed Plan would be required to pay development fees that fund, in part, infrastructure and public service needs.

Response PH-36

Refer to Response PH-15 concerning parking.

Response PH-37

The commenter reiterates the comments made by the previous commenters with regard to good planning with regard to mixed use. Refer to Response PH-16 with regard to this subject.

Response PH-38

This comment is an oral comment by County staff that requires no response.

Response PH-39

The commenter expresses concern over green space, specifically what is being done to provide more green space and community gardens. As noted on Draft EIR p. 4.13-11, 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 an additional $319 million of parks and recreation projects and additional funds for maintenance and servicing of those projects. As the SPA is built out and the proposed Plan would primarily redevelop vacant or underutilized parcels, there is no opportunity for additional open space of any appreciable size in the City. The plan promotes a walkable community, with wide sidewalks and opportunities for outdoor seating, which will help give the sense of open space to the community. Future projects under the Specific Plan may also include open space areas.

Response PH-40

This comment is concluding information given by County staff and requires no response.

10.2.5 Caltrans (CDOT2), September 3, 2014

Comments by CDOT2

CDOT2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
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www.dot.ca.gov

Serious drought. Help save water!

September 3, 2014

Mr. Phillips Estes
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: East Los Angeles 3rd Street Specific Plan
Vic. LA-60, 710
SCH # 2013071033
IGR/CEQA No. 140766AL-FEIR

Dear Mr. Estes:

This is to follow Caltrans letter dated June 24, 2014. We have the following comment after we review County's response to comment prepared on August 6, 2014.

CDOT2-1

Comment on Response to Caltrans' Comment #1
Typically, a queuing analysis of the off-ramps in the project vicinity should utilize the Highway Capacity Manual (HCM) 85th percentile queuing methodology with the actual signal timing at the ramps' termini. This means, if the study only uses 95th percentile analysis, there is only 5% safety factor for the queuing analysis. Conservatively, Caltrans would like to use 85th percentile with 15% safety factor in the analysis. Moreover, even when the LOS may be the same when using 85th or 95th percentile, the queuing length may be different in actuality. Caltrans believes many of the existing off-ramps are at its capacity or over its capacity. As for an on-going corporation, we would like to continue in working with the agency to properly provide accurate queuing analysis for the off-ramps in the near future when a specific project is identified.

CDOT2-2

Comment on Response to Caltrans' Comment #2
Caltrans acknowledges the revision of the trip generation and trip assignment to freeways. The traffic generation analysis yielded the following revised results with Caltrans concurrence:

Commercial Net Trips			Residential Net Trip		
Daily	**AM**	**PM**	**Daily**	**AM**	**PM**
184,836	6,283	10,744	34,126	2,336	2,957

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Phillips Estes
September 3, 2014
Page 2

CDOT2-3

Comment on Response to Caltrans' Comment #3
Caltrans concurs with the following LOS on the 15 freeway segments.

Segment ID	Location	Highest Peak Hour	Existing LOS	Future Pre-Project LOS	Future Post-Project LOS
A	I-5, north of I-10	PM Peak	F	F	F
B	US-101, east of I-110	AM Peak	F	F	F
C	US-101, south of I-10	AM Peak	F	F	F
D	I-5/I-10 north of SR-60	AM Peak	E	F	F
E	I-10, west of I-5	AM Peak	F	F	F
F	I-10, east of I-5	AM Peak	F	F	F
G	I-10, east of I-710	AM Peak	F	F	F
H	I-710, north of SR-60	AM Peak	F	F	F
I	SR-60, west of I-710	AM Peak	D	E	E
J	I-5, north of I-710	AM Peak	D	E	E
K	I-710, south of SR-60	PM Peak	F	F	F
L	SR-60, east of I-710	AM Peak	E	F	F
M	SR-60, east of Garfield	AM Peak	F	F	F
N	I-710, south of I-5	PM Peak	F	F	F
O	I-5, south of I-710	AM Peak	D	F	F

CDOT2-4

Comment on Response to Caltrans' Comment #4
The off-ramp should be calculated by the actual length of the off-ramp between the terminus to the gore point with 30 feet per car. The existing demand queue length of the off-ramp should be calculated from the traffic counts, actual signal timing, % of truck assignment on the ramp with passenger car equivalent factor of 3.0, generally speaking. The capacity and demand provided in an analysis needs to be conservative and referenced with count date, actual timing obtaining from Caltrans, etc. Caltrans will continue to work with the County when a specific project is identified. We would like the County to pay special attention to, but not limit to, the following immediate off-ramps for the Specific Plan in the future:

1. Eastbound SR-60 off-ramp to Downey Street
2. Westbound SR-60 off-ramp to 3rd Street
3. Westbound SR-60 off-ramp to Indiana Street

Currently, those off-ramps may experience significant delay where signal retiming may be necessary to better balance cycle length between the cross streets and ramps. Please consult with this office when preparing the next traffic analysis in the area.

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CDOT2-5

Comment on Response to Caltrans' Comment #5
Caltrans acknowledge the County's support and will continue to coordinate "the signal operation for the intersection of Ford Boulevard at Cesar Chavez Avenue with the intersection of Ford Boulevard at the I-710 Northbound Off-ramp. Caltrans required the coordination of these intersections' signal operations to ensure vehicle queuing on the off-ramp does not exceed the ramp's storage length as part of the permit issues to construct the traffic signal at the intersection of Ford Boulevard at the I-710 Northbound Off-ramp." For this traffic signal improvement, please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from the Department. Any modifications to State facilities must meet all mandatory design standard and specifications. For information on the permit process, please contact Caltrans District 7 – Office of Permits at (213) 897-3631.

CDOT2-6

Thank you for the opportunity to meet with the Lead Agency and the consultants on July 2, 2014. Please include Caltrans in the environmental review process when a specific project is identified in the future so that Caltrans staff can assist the County with the traffic analysis and to identify any feasible traffic mitigation on the State facilities. If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 140822AL-FEIR.

Sincerely,

DIANNA WATSON
Branch Chief
Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Responses to CDOT2

Response CDOT2-1

Refer to Response CDOT1-2 with regard to the queuing analysis.

Response CDOT2-2

Caltrans concurs with the revised trip generation and trip assignment to freeways. No further response is required.

Response CDOT2-3

Caltrans concurs with the identified LOS on the 15 freeway segments studied. No further response is required.

Response CDOT2-4

Refer to Response CDOT1-6 with regard to future signal retiming.

Response CDOT2-5

Refer to Response CDOT1-6 with regard to future signal retiming. It is acknowledged that all work within the state right-of-way will require an encroachment permit from Caltrans and that any modifications to state facilities must meet all mandatory design standards and specifications.

Response to CDOT2-6

This comment primarily contains closing information and requests that Caltrans be included in the environmental review process when a specific project is identified pursuant to the Specific Plan. Mitigation measure MM4.14-1 addresses this request, requiring project applicants to consult with Caltrans when a project is of statewide, regional, or areawide importance, per CEQA Guidelines Section 15206(b).

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CHAPTER 11 Mitigation Monitoring and Reporting Program

11.1 INTRODUCTION

The Final Environmental Impact Report for the East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan Project (State Clearinghouse No. 2013071033, Project No. R2008-02449-(1), Advance Planning Permit No. 200800012) identified mitigation measures to reduce the adverse effects of the proposed Plan in the areas of air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, public services, recreation, and transportation/traffic.

The California Environmental Quality Act (CEQA) requires that agencies adopting environmental impact reports ascertain that feasible mitigation measures are implemented, subsequent to project approval. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during applicable project timing, e.g. design, construction, or operation (Public Resource Code Section 21081.6).

The Mitigation Monitoring and Reporting Program (MMRP) will be used by Los Angeles County staff responsible for ensuring compliance with mitigation measures associated with the proposed Plan. Monitoring will consist of review of appropriate documentation, such as plans or reports prepared by the party responsible for implementation or by field observation of the mitigation measure during implementation.

Table 11-1 (Mitigation Monitoring and Reporting Program) identifies the mitigation measures by resource area. The table also provides the specific mitigation monitoring requirements, including implementation documentation, monitoring activity, timing and responsible monitoring party. Verification of compliance with each measure is to be indicated by signature of the mitigation monitor, together with date of verification.

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
AIR QUALITY				
MM4.2-1 New multifamily projects or those residential portions of new mixed-use projects shall unbundle the cost of parking from the cost of living areas, either by charging a rent or lease fee, or by selling the parking space separately.	Maintain log demonstrating compliance	During operations	Applicant, Owner/Operator	LACDRP
MM4.2-2 During project construction, all internal combustion engines/construction equipment operating on the project site shall meet United States Environmental Protection Agency-Certified Tier 3 emissions standards or higher, according to the following:	A. Submit operating permit(s), as required	Prior to commencement of construction	Applicant, Construction Manager	SCAQMD, LACDRP
■ All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations. ■ All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations. ■ A copy of each unit's certified tier specification, Best Available Control Technologies documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be provided at the time of mobilization of each applicable unit of equipment.	B. Maintain log demonstrating compliance	During construction	Applicant, Construction Manager	LACDRP
MM4.2-3 Disallow wood-burning fireplaces in new residential units.	Submit site plan review application	Prior to site plan approval	Applicant	LACDRP, LACFD
MM4.2-4 If, during subsequent project-level environmental review, the County determines that a project could result in toxic air contaminants (TAC) that have the potential to exceed California Air Resources Board Air Quality and Land Use Handbook (June 2005, or most current adaptation) standards, the County may require that applicants for such projects conduct a 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.	Submit specific health risk assessment report for review and approval	Prior to project approval	Applicant	LACDRP, SCAQMD, LACDPH Health Officer for support/referral

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
MM4.2-5 If, during project-level review, the County determines that a project has the potential to emit nuisance odors beyond the property lines, an odor management plan may be required. If an odor management plan is determined to be required, the County shall require the project applicant to submit the plan prior to approval to ensure compliance with the applicable Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the Best Available Control Technologies for Toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	Submit odor management report for review and approval	Prior to project approval	Applicant	LACDRP, SCAQMD, LACDPH Health Officer for support/referral
BIOLOGICAL RESOURCES				
MM4.3-1 Project construction-related activities likely to have the potential of disturbing suitable bird nesting habitat shall be prohibited from February 1 through August 31, unless a biological monitor acceptable to the Director of the County of Los Angeles Department of Regional Planning surveys the project area prior to disturbance to confirm that disturbance to habitat will not result in the failure of active nests on-site or immediately adjacent to the area of disturbance. Disturbance shall be defined as any activity that physically removes and/or damages vegetation or habitat, any action that may cause disruption of nesting behavior such as noise exceeding 90 dB from equipment, or direct artificial night lighting. Surveys shall be conducted on the subject property within 500 feet of disturbance areas no earlier than three days prior to the commencement of disturbance. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than three days will have elapsed between the survey and ground disturbance activities. The Applicant or the Project's Construction Manager shall provide the biologist with plans detailing the extent of proposed ground disturbance prior to the survey effort. If active nests are found, clearing and construction shall be postponed or halted within a buffer area established by the biological monitor that is suitable to the particular location of the nest (typically	A. Submit pre construction surveys	Within 14 days of completion of the pre-construction surveys	Applicant/Qualified Biologist	LACDRP, CDFW
	B. Construction monitoring by qualified biologist	During construction (February 1 through August 31)	Applicant/Qualified Biologist	LACDRP
	C. Obtain permit(s), as necessary	During construction	Applicant/Qualified Biologist	CDFW, USFWS
	D. Submit construction monitoring documentation	During construction (February 1 through August 31)	Applicant/Qualified Biologist	LACDRP, CDFW

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
300 feet for most birds and 500 feet for raptors) and acceptable to the Director of the County of Los Angeles Department of Regional Planning, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of any further attempt at nesting. Buffer distances may be modified by the Director if a different buffer zone is shown to be suitable to the particular location. Limits of construction to avoid an active nest shall be established in the field with highly visible construction fencing, and construction personnel shall be instructed on the sensitivity of nest areas. Occupied nests within the buffer established by the biological monitor and adjacent to the construction site shall also be avoided to ensure nesting success. A qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. The results of the surveys, including graphics showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the County of Los Angeles Department of Regional Planning and California Department of Fish and Wildlife within 14 days of completion of the pre-construction surveys to document compliance with applicable state and federal laws pertaining to the protection of native birds. If any state or federally listed bird species (e.g., coastal California gnatcatcher, southwestern willow flycatcher) are detected during the course of pre-construction nesting bird surveys, all construction-related activity shall be postponed, and the Applicant shall consult with appropriate agencies (California Department of Fish and Wildlife, U.S. Fish and Wildlife Service) and obtain any necessary take permits prior to the commencement of any construction-related activity. If any state or federally listed species are detected within the limits of construction during construction that were not detected during the pre-construction nesting bird surveys, construction-related activity shall cease, and the Applicant shall consult with appropriate agencies and obtain any necessary take permit before resuming any work. In addition to any take permit conditions that may be required by California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service, mitigation of occupied coastal California gnatcatcher habitat shall be provided at a minimum of 3:1 mitigation-to-impact ratio. Proof of habitat mitigation in keeping with the 3:1 requirement shall be provided to the County of Los Angeles before any construction-related activity can commence or resume.	E. Site inspection as needed	During construction (February 1 through August 31)	Applicant/Qualified Biologist	LACDRP
MM4.3-2 *Special-Status Roosting Bats*. To avoid the direct loss of bats that could result from disturbance to trees or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark) or structures that contain a hibernating bat colony, the following steps shall be taken: ■ To the extent feasible, demolition or disturbance to suitable bat roosting habitat shall be scheduled between October 1 and February 28, outside of the maternity roosting season. ■ If trees must be encroached during the maternity season (March 1 to September 30), or structures must be removed at any time of the year, a qualified bat specialist shall conduct a pre-construction survey to identify those trees or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats. ■ Each tree or structure identified as potentially supporting an active maternity roost and each	A. Submit pre construction surveys	Within 14 days of completion of the pre-construction surveys	Applicant/Qualified Biologist	LACDRP, CDFW
	B. Construction monitoring by qualified biologist	During construction (March 1 through September 30)	Applicant/Qualified Biologist	LACDRP
	C. Obtain permit(s), as necessary	During construction	Applicant/Qualified Biologist	CDFW, USFWS

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
structure potentially supporting a hibernating colony shall be closely inspected by the bat specialist no greater than 7 days prior to tree disturbance to more precisely determine the presence or absence of roosting bats. ■ If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, it is preferable to bring down trees or structures in a controlled manner using heavy machinery. In order to ensure the optimum warning for any roosting bats that may still be present, the trees or structures shall be nudged lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. Trees or structures may then be pushed to the ground slowly under the supervision of a bat specialist. Felled trees shall remain in place until they are inspected by a bat specialist. Trees that are known to be bat roosts shall not be sawn up or mulched immediately. A period of at least 48 hours shall elapse prior to such operations to allow bats to escape. Bats shall be allowed to escape prior to demolition of buildings. This may be accomplished by placing one way exclusionary devices into areas where bats are entering a building that allow bats to exit but not enter the building. ■ Maternity season lasts from March 1 to September 30. Trees or structures determined to be maternity roosts shall be left in place until the end of the maternity season. A structure containing a hibernating colony shall be left in place until a qualified biologist determines that the bats are no longer hibernating. The bat specialist shall document all demolition monitoring activities and prepare a summary report to the County upon completion of tree disturbance or building demolition activities. If Townsend's big-eared bat is detected during pre-construction surveys, all construction-related activity shall be halted immediately and CDFW shall be notified. Work may only resume subsequent to CDFW approval. *Bat Relocation*. If confirmed occupied or formerly occupied bat roosting habitat is destroyed, artificial bat roosts of comparable size and quality shall be constructed and maintained at a suitable undisturbed area. The design and location of the artificial bat roosts shall be determined by the bat specialist in consultation with CDFW. In exceptional circumstances, such as when roosts cannot be avoided and bats cannot be evicted by non-invasive means, it may be necessary to capture and transfer the bats to appropriate natural or artificial bat roosting habitat in the surrounding area. Bats raising young or hibernating shall not be captured and relocated. Capture and relocation shall be performed by the bat specialist in coordination with CDFW, and shall be subject to approval by LACDRP and CDFW. A monitoring plan shall be prepared for the replacement roosts, which shall include performance standards for the use of the replacement roosts by the displaced species, as well as provisions to prevent harassment, predation, and disease of relocated bats. Annual reports detailing the success of roost replacement and bat relocation shall be prepared and submitted to LACDRP and CDFW for five years following relocation or until performance standards are met, whichever period is longer.	D. Submit construction monitoring documentation	During construction (March 1 through September 30)	Applicant/Qualified Biologist	LACDRP, CDFW
	E. Site inspection as needed	During construction (March 1 through September 30)	Applicant/Qualified Biologist	LACDRP

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
MM4.3-3 If, during subsequent project-level review, the County determines that a project could have a potentially significant impact on wetland features or local drainage, the project applicant shall consult with the U.S. Army Corps of Engineers (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 the 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.	Submit wetland and/or drainage report for review and approval	Prior to issuance of grading permit	Applicant	LACDRP, USACE
MM4.3-4 Projects within the Specific Plan (SPA) area shall be designed with the intention of preserving large (6-inch diameter or greater at breast height) oak trees. If project implementation requires removal of large oak trees, then the applicant shall coordinate with the County 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.	Submit site plan review and/or oak tree permit application	Prior to project approval	Applicant	LACDRP, LACFD for referral/support
CULTURAL RESOURCES				
MM4.4-1 If, during any subsequent project-level review and prior to development, activities that would demolish or otherwise physically alter buildings, structures, or features of an officially listed historic or cultural resource; or historic buildings, structures, or features officially determined eligible for designation as a historic or cultural resource, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History shall be retained by the project applicant, at the discretion of the County, to determine if the project would cause a substantial adverse change in the significance of a historical resource. 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 may 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.	Submit historic cultural resources report for review and approval	Prior to project approval	Applicant	LACDRP, California Office of Historic Preservation for support/referral

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
MM4.4-2 In the event archaeological resources are encountered during project construction, all ground-disturbing activities within the vicinity of the find shall cease and a qualified archaeologist shall be notified of the find. The archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System–South Central Coastal Information Center, evaluate the significance of the find, and if significant, determine and implement the appropriate mitigation in accordance with the U.S. Secretary of the Interior and California Office of Historic Preservation guidelines, including but not limited to a Phase III data recovery and associated documentation. The archaeologist shall prepare a final report about the find to be filed with the Applicant, the County of Los Angeles Department of Regional Planning, and the California Historical Resources Information System–South Central Coastal Information Center, as required by the California Office of Historic Preservation. The report shall include documentation of the resources recovered, a full evaluation of the eligibility with respect to the California Register of Historical Resources, and treatment of the resources recovered. In the event of a find, archaeological and Native American monitoring shall be provided thereafter for any ground-disturbing activities within the boundary of the archaeological site.	A. Maintain log demonstrating compliance	During construction	Applicant/ Construction Manager/Qualified Archaeologist	LACDRP
	B. Site inspection as needed	During construction	Applicant/ Construction Manager/Qualified Archaeologist	LACDRP
	C. Submit California Department of Parks and Recreation Site Forms, and Phase III data recovery and associated documentation, as applicable	During construction	Applicant/Qualified Archaeologist	LACDRP, California Office of Historic Preservation for support/referral
	D. Submit final report, as applicable	Prior to issuance of certificate of occupancy	Applicant/Qualified Archaeologist	LACDRP, California Office of Historic Preservation for support/referral, CHRIS-SCCIC
	E. Archaeological and Native American monitoring, as applicable	During construction	Applicant/ Construction Manager/Qualified Archaeologist	LACDRP, NAHC

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
MM4.4-3 Prior to any earth-disturbing activities (e.g. excavation, trenching, grading) that could encounter previously undisturbed soil, 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.	Submit planning approval application and paleontological resources report for review and approval	Prior to issuance of grading permit	Applicant/Qualified Paleontologist	LACDRP
GREENHOUSE GAS EMISSIONS				
MM4.6-1 If, during project-level review, the County determines that a project has the potential to exceed SCAQMD 2035 thresholds for GHG emissions, the applicant shall submit a GHG emissions analysis report of the proposed project to the County. 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.	Submit GHG emissions analysis report for review and approval, as applicable	Prior to project approval	Applicant	LACDRP, SCAQMD for support/referral

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
HAZARDS/HAZARDOUS MATERIALS				
MM4.7-1 Prior to the issuance of grading permits on any project site, the applicant(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 or Los Angeles County Public Health Department, 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 applicant(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 or Los Angeles County Public Health Department, 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.	Submit grading permit application	Prior to issuance of grading permit	Applicant/ Construction Manager	LACDRP, LACFD
MM4.7-2 If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the Los Angeles County Fire Department, the South Coast Air Quality Management District, and/or the California Department of Toxic Substances Control, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.	A. Submit documentation summarizing the results of any soil testing and verify whether applicable regulatory contaminant thresholds are met	During grading and excavation	Applicant/ Construction Manager/Qualified Professional	LACDRP, LACFD, SCAQMD/DTSC as applicable
	B. Evaluation, management, and disposal, as applicable	Before grading and excavation can resume in the contaminated areas	Applicant/ Construction Manager/Qualified Professional	LACFD, SCAQMD/DTSC as applicable

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
NOISE				
MM4.10-1 *HVAC Mechanical Equipment Shielding.* Prior to the approval of a new nonresidential development project, the applicant shall consult with LACDPH and may be required to submit an acoustical analysis 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.	Submit acoustical analysis for review and approval	Prior to project approval	Applicant	LACDRP, LACDPH Health Officer for support/referral
MM4.10-2 *Site-Specific Acoustic Analysis—Nonresidential Development.* Prior to the approval of a new nonresidential project, the applicant shall consult with LACDPH and may be required to submit an acoustical analysis to the County 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 operation of the proposed use. LACDPH may require, on a case-by-case basis, and an acoustical study may still be required even if the area falls below 70 dBA CNEL. 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.	Submit acoustical analysis for review and approval	Prior to project approval	Applicant	LACDRP, LACDPH Health Officer for support/referral
MM4.10-3 *Site-Specific Acoustic Analysis—Multifamily Residences.* Prior to the approval of a new multifamily project, the applicant shall submit to the County an acoustical analysis to ensure that interior noise levels due to exterior noise sources are below 45 dBA CNEL: ■ 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 exterior 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 exterior HVAC system Prior to approval of building plans, noise attenuation for habitable rooms shall be approved by the County 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.	Submit acoustical report for review and approval	Prior to project approval	Applicant	LACDRP, LACDPH Health Officer for support/referral

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
MM4.10-4 *Construction Vibration.* For all construction activities within the Specific Plan area, individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be limited Monday through Friday from 8:00 a.m. to 5:00 p.m. No such activity shall occur on weekends or legal holidays. The County shall retain approval authority for pile-driving activities for all projects under the Specific Plan, 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. d. The project contractor shall submit a construction vibration control plan to the County for approval prior to commencement of construction activities. e. The applicant shall consider the use of less-vibration-intensive equipment or construction techniques (e.g., drilled piles to eliminate use of vibration-intensive pile driver).	Maintain log demonstrating compliance.	During construction	Applicant	LACDRP, LACDPH Health Officer for support/referral
MM4.10-5 No pile-driving activities shall occur adjacent to any listed historic or cultural resource; or historic buildings, structures, or features officially determined eligible for designation as a historic or cultural resource 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 site plan review. If it is determined that pile-driving would likely cause damage to such buildings, alternative methods for building foundations shall be implemented that do not include pile driving.	Submit plans and specifications for review and approval	Prior to construction	Applicant	LACDRP, LACDPH Health Officer for support/referral
MM4.10-6 Prior to commencement of construction of a project that requires an approved haul route, the applicant shall submit proposed haul routes to and from the project site, subject to approval by the County. The haul routes shall avoid residential areas when commercial corridors are accessible.	Submit application for haul route for review and approval	Prior to construction	Applicant	LACDRP

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
MM4.10-7 *Gold Line Groundborne Vibration.* For each new development project within 115 feet of the Gold Line pursuant to the Specific Plan, the applicant 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.	Submit ground-borne vibration analysis report for review and approval	Prior to project approval	Applicant	LACDRP, LACDPH Health Officer for support/referral
MM4.10-8 *Construction Noise Plan.* Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained in accordance with manufacturers' specifications to assure that no additional noise, due to worn or improperly maintained parts is generated.	Maintain log demonstrating compliance	During construction	Applicant	LACDRP, LACDPH Health Officer for support/referral
PUBLIC SERVICES				
MM4.12-1 Applicants of developments shall comply with County Code Chapter 22.72; a Library Facilities Mitigation Fee, as required by Chapter 22.72, shall be paid by the applicant to the County of Los Angeles Public Library. The fee must be paid prior to the issuance of a building permit, and proof of payment shall be provided to the Department of Regional Planning.	Submit payment of applicable Library Mitigation Fee	Prior to final map recordation	Applicant	LACDRP, County Librarian for support/referral
RECREATION				
MM4.13-1 Applicants of residential subdivisions shall comply with the County's Quimby Ordinance through a combination of new park development and/or in-lieu fee payment to offset the demand for park services generated by the project. The fee must be paid prior to the recordation of the final map and proof of payment shall be provided to the Department of Regional Planning.	Submit payment of applicable Quimby Fee	Prior to final map recordation	Applicant	LACDRP, LACDPR for support/referral

Mitigation Measure	*Action Required*	*Mitigation Timing*	*Responsible Party*	*Monitoring Agency or Party*
TRANSPORTATION/TRAFFIC				
MM4.14-1 The County shall require traffic engineering firms, which are retained to prepare traffic impact studies for future development projects, to consult with Caltrans when a development proposal meets the requirements of statewide, regional, or areawide significance per CEQA Guidelines Section 15206(b). Proposed developments meeting the criteria of statewide, regional, or areawide include: ■ Proposed residential developments of more than 500 dwelling units ■ Proposed shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 gross square feet of floor space ■ Proposed commercial office buildings employing more than 1,000 persons or encompassing more than 250,000 gross square feet of floor space ■ Proposed hotel/motel developments of more than 500 rooms When the CEQA criteria or regional significance are not met, the County shall require transportation engineers and/or Lead Agency representatives consult with Caltrans when proposed developments include the following characteristics: ■ Proposed developments that have the potential to cause a significant impact to state highway facilities (rights-of-way, intersections, interchanges, etc.) and when required mitigation improvements are proposed in the Initial Study ■ Proposed developments that assign 50 or more trips (passenger-car-equivalent trips) during peak hours to a state highway/freeway ■ Proposed developments that assign 10 or more trips (passenger-car-equivalent trips) during peak hours to a state highway/freeway off-ramp ■ Proposed developments that are located adjacent to a state highway facility and that require a Caltrans encroachment permit (exceptions: additions to single-family homes, 10 residential units or less) ■ When the County cannot determine whether or not Caltrans will expect a traffic impact analysis pursuant to CEQA	Submit traffic impact study for review and approval	Prior to project approval	Applicant	LACDRP, Caltrans, LACDPW for referral/support

Multifamily shall mean three or more dwelling units, including three or more dwelling units as part of a mixed-use project.

ACRONYMS

Caltrans	California Department of Transportation	LACDPH	Los Angeles County Department of Public Health	LARWQCB	Los Angeles Regional Water Quality Control Board
CDFW	California Department of Fish and Wildlife	LACDPW	Los Angeles County Department of Public Works	MM	Mitigation Measure
CHRIS-SCCIC	California Historical Resources Information System—South Central Coastal Information Center	LACDRP	Los Angeles County Department of Regional Planning	NAHC	Native American Heritage Commission
FTA	Federal Transportation Administration	LACFD	Los Angeles County Fire Department	SCAQMD	South Coast Air Quality Management District
FRA	Federal Railroad Administration			USACE	United States Army Corps of Engineers
GHG	Greenhouse Gas Emissions			USFWS	United States Fish and Wildlife Service

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Appendix A Initial Study/Notice of Preparation and NOP Comments

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

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

To: Distribution List

Date: July 11, 2013

Subject: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Lead Agency: Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Contact: Phillip Estes, AICP, Principal Planner, Los Angeles County Department of Regional Planning, (213) 974-6425

The Los Angeles County Department of Regional Planning is commencing preparation of a Draft Environmental Impact Report for the East Los Angeles 3rd Street Specific Plan, and has released this Notice of Preparation (NOP) and Notice of Public Scoping Meeting per the requirements of the California Environmental Quality Act (CEQA).

The County wants to know your views and your specific concerns related to the potential environmental effects of the project. Information gathered during the NOP comment period will be used to shape and focus future analyses of potential environmental impacts.

If you are a public agency, the County is interested in the views of your agency as to the scope and content of the environmental information germane to your agency's statutory responsibilities. As a responsible or trustee agency, your agency may need to use the EIR prepared by the County when considering issuance of a permit or other approval for the project.

NOP Comment Period: The County invites you to submit written comments describing your specific environmental concerns, and if representing a public agency, please identify your specific areas of statutory responsibility. Written comments are desired at the earliest possible date, but due to the time limits mandated by State law, your response must be received no later than 30 days after receipt of this notice. The NOP public comment period begins on July 11, 2013, and ends on August 12, 2013. Please send your written comments to the County staff contact identified above, and please include your name, address, and contact information in your correspondence.

Public Scoping Meeting Information: The County invites you to attend a public scoping meeting to obtain additional information about the project. A public scoping meeting will be held on Saturday,

August 3, 2013, from 10:00 a.m. to 12:00 noon in the community room at the East Los Angeles Public Library, 4837 East 3rd Street, Los Angeles, California.

The purpose of the scoping meeting is to solicit input from responsible and trustee agencies as well as interested parties and members of the public on the scope of issues to be addressed in the EIR. Please send your response to this Notice of Preparation and the name of the contact person to Phillip Estes at the address shown above, or via e-mail to: thirdstplan@planning.lacounty.gov.

Document Availability: The project description, location, and potential environmental effects are described below. An Initial Study (which provides a preliminary analysis of the environmental effects of the project) has also been prepared. Copies of the Initial Study are available for public review on the County's website at 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

Project Title: East Los Angeles 3rd Street Specific Plan

Project Location: The Specific Plan area is located in the geographic center of the East Los Angeles Community, which is located approximately five 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 (see Attachment A [Regional Location] and Attachment 2 [Specific Plan Area]). The Specific Plan area (Plan area) is comprised of the properties within one-half 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 Plan Area is bisected by the Pomona Freeway (SR-60) and Long Beach Freeway (I-710) and is within one-half mile of the Santa Ana Freeway (I-5).

Project Description: The Proposed 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.

The Proposed Plan 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). TOD takes advantage of its location near transit to create a vibrant community, walkable streets, and safe access to transit. Components 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 Proposed 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 Proposed Plan proposes eight zones, five of which are mixed use with discrete development and design standards. Implementation of the Proposed 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 Plan Area, with corresponding development standards and an implementation program.

The four station areas along 3rd Street would be transformed into transit centers, with a mix of uses. Mixed-use buildings will incorporate amenities such as public plazas, outdoor dining, and public art. The transit centers will serve residents, visitors, and employees. An increase in the variety and quality of goods and services is expected. The Plan area's 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, 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.

Summary of Probable Environmental Effects: Implementation of the proposed project may result in significant environmental effects in the areas of:

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

These potential environmental effects are described in greater detail in the Initial Study prepared for the project. An EIR will be prepared to evaluate the project's potential impacts on the environment and analyze alternatives. The alternatives will be developed to reduce environmental impacts that may be identified during the EIR process. Environmental effects in the areas of aesthetics, agricultural resources and biological resources were found to be less than significant in the Initial Study and will therefore not be evaluated in greater detail in the EIR.

Date: July 11, 2013

Signature: Phillip Estes

Title: Phillip Estes, AICP, Principal Planner

Attachments: Initial Study Checklist

Environmental Checklist Form (Draft Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: East Los Angeles 3rd Street Specific Plan (Specific Plan)

Project No.: R2008-02449-(1), Advance Planning Permit No 200800012

Lead agency: County of Los Angeles, 320 West Temple Street, Los Angeles, CA 90012

Staff contact: Phillip Estes, AICP, Principal Planner (pestes@planning.lacounty.gov)

Project sponsor: County of Los Angeles, Department of Regional Planning, 320 West Temple Street, Los Angeles, CA 90012, (planning.lacounty.gov/ela).

Project location: The Specific Plan area is located in the geographic center of the unincorporated East Los Angeles community. It is located approximately 5 miles east of downtown Los Angeles. Unincorporated East Los Angeles is 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 1 [Regional Location Map] and Figure 2 [Regulating Plan/Specific Plan Area]). The Specific Plan area (Plan area) 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 Plan Area is bisected by the Pomona Freeway (SR-60) and Long Beach Freeway (I-710) and is within 0.5 mile of the Santa Ana Freeway (I-5).

Surrounding land uses and setting: East Los Angeles is located between Los Angeles city 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. Existing land uses in the East Los Angeles Community Plan area consist of similar uses to the proposed Specific Plan area, 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.

APNs: Various

Gross acreage: 1,129 acres

General plan designation: The 1980 General Plan designates the following eight land use policy categories: Low Density Residential (1), Low-Medium Density Residential (2), Medium Density Residential (3), High Density Residential (4), Major Commercial (C), Major Industrial (I), Public and Semi-Public Facilities (P), and Open Space (O).

Community/areawide plan designation: The existing East Los Angeles Community Plan applies the following nine Community Plan designations to the Specific Plan Area: Low Density Residential, Low-Medium Density Residential, Medium Density Residential, Community Commercial, Major Commercial, Commercial/Residential, Commercial/Manufacturing, Industrial, and Public Uses (Schools, Parks/Open Space, Public Buildings, Hospitals).

Zoning: There are 15 existing zoning designations within the Specific Plan Area. Six of the zones are residential (R-1, R-2, R-3, R-3-P, R-4, and R-4-DP). The remaining nine zones consist of commercial zones (C-1, C-2, C-3, C-3-DP, C-M, and CPD), an institutional zone (IT), a manufacturing zone (M-1), and an open space zone (O-S).

Project description: 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 facilitated by the rail extension.

The Specific Plan 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). TOD takes advantage of its location near transit to create a vibrant community, walkable streets, and safe access to transit. Components 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 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 for the Plan area. 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, with corresponding development standards and an implementation program.

The proposed zone categories are as follows:

- Mixed Use Zones
  - 3rd Street (TOD)
  - Cesar Chavez (CC)
  - 1st Street (FS)
  - Atlantic Boulevard (AB)
  - Neighborhood Center (NC)
- Residential Zone
  - Low-Medium Density (LMD)
- Civic and Open Space Zones
  - Civic (CV)
  - Open Space (OS)

As a result of the Specific Plan, it is expected the four station areas along 3rd Street will be transformed into transit centers, with a mix of residential and commercial land uses. Mixed-use buildings will incorporate amenities such as public plazas, outdoor dining, and public art. The transit centers will serve residents, visitors, and employees. An increase in the variety and quality of goods and services is expected. The Specific Plan area's corridors would experience moderate to substantial changes, with sensitive infill development, an improved streetscape, and an increase in the variety and quality of goods and services. Minor changes are expected in the residential neighborhoods, mostly 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. The following summarizes the Specific Plan:

- **Vision and Land Use Strategy** – The development strategy is framed around three principal ideas (1) major change should be expected along the 3rd Street corridor stations and the Indiana station. These areas should expect residential, office, and retail uses that are organized within mixed-use buildings; (2) moderate change should be expected along auto-oriented corridors, such as Cesar Chavez Avenue and Atlantic Boulevard, with infill projects being located so that they are compatible with the existing context of each street; and (3) minor change should be expected in the neighborhoods within the project area. The houses, streets, and streetscapes should be properly maintained and improved in order to enhance and stabilize the quality of life in each neighborhood.
- **Public Realm Strategy** – To improve the public realm, the proposed Specific Plan focuses on (1) increasing access to parks and open space by using streets and sidewalks to bring important recreational amenities within a reasonable walking and biking distance to residents; (2) promoting the shared use of public facilities and expand parks and open space within the community; (3) the

provision of new parks by concentrating on the use of vacant lots, large areas of unused land, and extending Belvedere Park over the Pomona (60) freeway; (4) developing complete and green streets by managing and replanting their streetscape, providing adequate sidewalks, and introducing bike lanes in an effort to encourage more people to walk and ride safely to Gold Line stations; and (5) offering opportunities for introducing sustainable landscape practices that conserve water, energy, and natural resources.

- **Mobility Strategy** – The mobility strategy focuses on (1) traffic calming and road diet elements, which responds to the urban context, transit opportunities, pedestrian density and pedestrian behavior along different streets or segments; and (2) introducing a bicycle network that capitalizes on the existing interconnected street network, the area's existing and proposed parks and play fields, and its adjacency to the Gold Line route.
- **Historic Preservation Strategy** – 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.
- **Development Code** – The development code is a form-based code organized around a regulating plan composed of eight zones of varying development intensities. Within each zone, a set of coordinated land use, urban, architectural, sign and subdivision standards guide entitlements and design, provide discreet development choices, and enable a high degree of compatibility between new projects and their immediate surroundings.

Proposed Land Use Changes

The Specific Plan includes amending the East Los Angeles Community Plan to include a Specific Plan overlay for the Plan area and changes to zoning designations. It is the intent of the Specific Plan to allow existing development and/or uses in the Plan area 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 primary policy issues and expected land use changes associated with implementation of the Specific Plan include:

- Form-based code which supersedes the existing zoning ordinance;
- Establishes mixed-uses by right in the 3rd Street, First Street, Neighborhood Center, Cesar Chavez, and Atlantic corridors;
- Increases in residential density by right in the 3rd Street, First Street, Neighborhood Center, Cesar Chavez, and Atlantic corridors;
- Reduces the minimum required off-street parking and provides for a maximum number of permitted parking spaces;
- Improves pedestrian comfort and safety, and access to transit;
- Implements streetscape improvements and traffic calming measures;
- Develops balanced multi-modal transportation systems that accommodate pedestrians, bicycles, and vehicular traffic;

- Implements the County's Bicycle Master Plan;
- Improves enforcement of land use control standards;
- Improves and increased access to open space and recreation; and
- Protects the character of existing residential neighborhoods.

Potential impacts to major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities needed to support the land uses described in the Specific Plan.

Table 1 (Summary of Proposed Land Use Designation Changes) describes the overall changes in acreage for each land use type that could occur under the Specific Plan.

Table 1 Summary of Proposed Land Use Designation Changes

Land Use—Adopted	*Land Use—Adopted (Description)*	*Land Use—Proposed*	*Land Use—Proposed (Description)*	*Acres*
CC	CC—Community Commercial	CV	Civic	0.52
CR	CR—Commercial Residential (30 du/ac)	CV	Civic	1.86
LMD	LMD—Low/Medium Density Residential (17 du/ac)	CV	Civic	4.96
MC	MC—Major Commercial	CV	Civic	0.59
MD	MD—Medium Density Residential (30 du/ac)	CV	Civic	8.56
P	P—Public Service Facilities	CV	Civic	113.22
			Subtotal Civic	*129.71*
CC	CC—Community Commercial	LMDR	Low-Medium Density Residential	0.90
CM	CM—Commercial Manufacturing	LMDR	Low-Medium Density Residential	2.03
CR	CR—Commercial Residential (30 du/ac)	LMDR	Low-Medium Density Residential	6.18
LD	LD—Low Density Residential (8 du/ac)	LMDR	Low-Medium Density Residential	2.14
LMD	LMD—Low/Medium Density Residential (17 du/ac)	LMDR	Low-Medium Density Residential	372.90
MC	MC—Major Commercial	LMDR	Low-Medium Density Residential	5.64
MD	MD—Medium Density Residential (30 du/ac)	LMDR	Low-Medium Density Residential	193.71
P	P—Public Service Facilities	LMDR	Low-Medium Density Residential	3.64
TC	TC—Transportation Corridor	LMDR	Low-Medium Density Residential	0.01
			Subtotal Low-Medium Density Residential	*587.14*
MC	MC—Major Commercial	MU-AB	Mixed Use	8.79
MD	MD—Medium Density Residential (30 du/ac)	MU-AB	Mixed Use	0.08
CC	CC—Community Commercial	MU-CC	Mixed Use	30.43
CM	CM—Commercial Manufacturing	MU-CC	Mixed Use	1.02
CR	CR—Commercial Residential (30 du/ac)	MU-CC	Mixed Use	9.76
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-CC	Mixed Use	1.98
MD	MD—Medium Density Residential (30 du/ac)	MU-CC	Mixed Use	40.23

Table 1 Summary of Proposed Land Use Designation Changes				
Land Use—Adopted	***Land Use—Adopted (Description)***	***Land Use—Proposed***	***Land Use—Proposed (Description)***	***Acres***
P	P—Public Service Facilities	MU-CC	Mixed Use	6.37
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-MS	Mixed Use	2.43
MC	MC—Major Commercial	MU-MS	Mixed Use	8.26
MD	MD—Medium Density Residential (30 du/ac)	MU-MS	Mixed Use	3.23
CC	CC—Community Commercial	MU-NC	Mixed Use	5.38
CR	CR—Commercial Residential (30 du/ac)	MU-NC	Mixed Use	19.6
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-NC	Mixed Use	4.85
MC	MC—Major Commercial	MU-NC	Mixed Use	1.55
MD	MD—Medium Density Residential (30 du/ac)	MU-NC	Mixed Use	4.99
P	P—Public Service Facilities	MU-NC	Mixed Use	0.27
CC	CC—Community Commercial	MU-TOD	Mixed Use	17.84
CM	CM—Commercial Manufacturing	MU-TOD	Mixed Use	13.18
CR	CR—Commercial Residential (30 du/ac)	MU-TOD	Mixed Use	5.94
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-TOD	Mixed Use	14.74
MC	MC—Major Commercial	MU-TOD	Mixed Use	6.70
P	P—Public Service Facilities	MU-TOD	Mixed Use	3.62
			Subtotal Mixed Use	*211.19*
P	P—Public Service Facilities	OS	Open Space	200.57
			Subtotal Open Space	*200.57*
			Total Acres	***1,128.61***

Table 2 (Summary of Potential Changes by Use) illustrates the change in overall number of residential units and nonresidential uses that could occur with full build-out of the Specific Plan compared to existing conditions.

Table 2 Summary of Potential Changes by Use			
	Existing	***Maximum Build-Out of Specific Plan***	***Net Potential Change***
Residential			
Single-family DU	2,008	2,289	281
Multifamily DU	5,842	10,673	4,831
Total Dwelling Units	***7,850***	***15,312***	***7,462***
Total Nonresidential	***3,430,587 sf***	***6,375,746 sf***	***2,945,159 sf***

Figure 2 (Proposed Regulating Plan/Specific Plan Area) identifies the areas targeted for revitalization in terms of scale and distribution of buildings, uses, transit, services, open space, and other amenities throughout each neighborhood, district, and corridor in the Specific Plan area

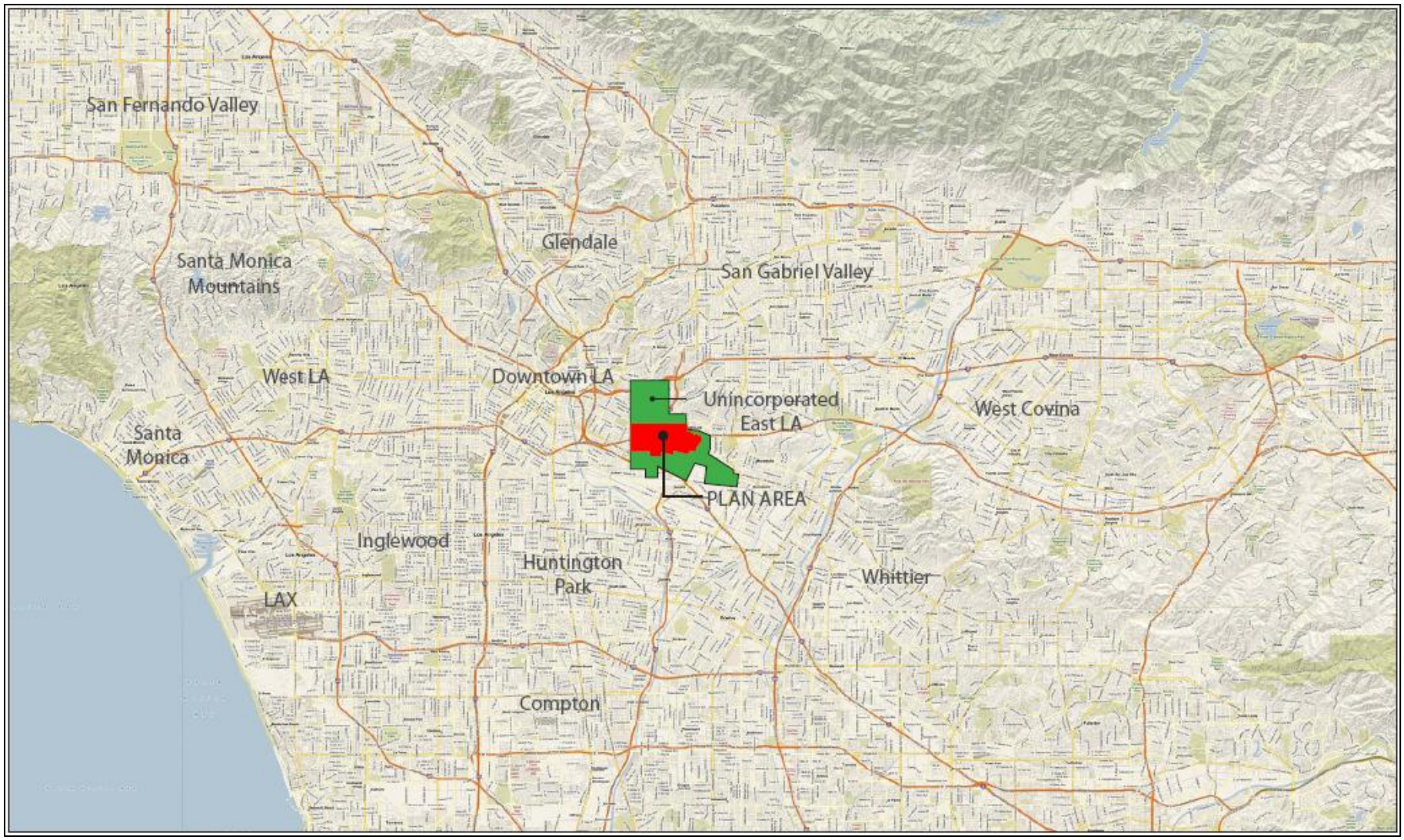

Figure 1 Regional Location Map



Figure 2 Proposed Regulating Plan/Specific Plan Area

Project Objectives

The following objectives have been identified for the Specific Plan:

- 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 context-sensitive development regulations and strategies to ensure adequate parking is provided for new uses and for infill development;
- 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; and
- Protect and promote local history and culture, including protection of existing cultural and historic resources and opportunities for public art.

The objectives of the Specific Plan are implemented through Plan policies and the development code as well as recommended zone changes enacted concurrently with Plan adoption. Future amendments to the Specific Plan would be processed in accordance with Title 22 of the Los Angeles County Code.

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

None for the Specific Plan. Future specific development/redevelopment projects pursuant to the Specific Plan would be subject to approvals by various trustee and regulating agencies, including, but not limited to, the South Coast Air Quality Management District, the Los Angeles Regional Water Quality Control Board, the Department of Toxic Substances Control, and California Fish & Wildlife (formerly California Department of Fish & Game).

Major projects in the vicinity:

Project/Case No.	*Description and Status*
R2011-01571, 4816 3rd Street (inside Plan area)	CUP to establish a new 24,800-square-foot, 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. Status: APPROVED
R2012-02368, 4125 Whittier Boulevard (adjacent to Plan area)	CUP to establish a 25 unit affordable apartment complex, of which 96% of units are restricted affordable for very low income residents and one nonrestricted manager's unit with a total of 29 covered parking spaces. CUP is for residential use within a commercial zone. Status: PENDING
R2011-01434, 606 Fetterly Avenue (inside Plan area)	CUP to authorize a church in an existing 14,200-square-foot building (church) and an accessory parsonage dwelling unit and a Parking Permit to authorize 36 parking spaces in lieu of the required 75 parking spaces for a church, located in the R-2 zone, East LA CSD, Eastside Unit No. 4 Zoned District. LID exempt. DT/GB exempt. CE Class 1. Status: PENDING

Reviewing Agencies:

Responsible Agencies

- ☐ None

Regional Water Quality Control Board:

- ☒ Los Angeles Region
- ☐ Lahontan Region

- ☐ Coastal Commission
- ☐ Army Corps of Engineers

Special Reviewing Agencies

- ☐ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area
- ☒ Los Angeles Unified School District

Regional Significance

- ☐ None
- ☒ SCAG Criteria
- ☒ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☐

Trustee Agencies

- ☐ None
- ☒ State Dept. of Fish and Game
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ DPW:
  - Land Development Division (Grading & Drainage)
  - Geotechnical & Materials Engineering Division
  - Watershed Management Division (NPDES)
  - Traffic and Lighting Division
  - Environmental Programs Division
  - Waterworks Division
  - Sewer Maintenance Division
- ☒ Fire Department
  - Forestry, Environmental Division
  - Planning Division
  - Land Development Unit
  - Health Hazmat
- ☒ Sanitation District
- ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☒ Sheriff Department
- ☒ Parks and Recreation
- ☐ Subdivision Committee
- ☐ County Librarian

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project.

☒ Aesthetics	☒ Greenhouse Gas Emissions	☒ Population/Housing
☐ Agriculture/Forest	☒ Hazards/Hazardous Materials	☒ Public Services
☒ Air Quality	☒ Hydrology/Water Quality	☒ Recreation
☒ Biological Resources	☒ Land Use/Planning	☒ Transportation/Traffic
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Services
☒ Energy	☒ Noise	☒ Mandatory Findings of Significance
☒ Geology/Soils		

DETERMINATION: (To be completed by the Lead Department.)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Alison Rondone — July 1, 2013

Signature (Prepared by) — Date

Phillip Esth — 7-1-13

Signature (Approved by) — Date

Evaluation of Environmental Impacts:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐

Potentially Significant Impact. The Specific Plan area is in the geographic center of East Los Angeles and is surrounded on all sides by urban development. The topography is generally flat throughout the Specific Plan Area. There are intermittent views of distant mountains to the north and east, but these vistas are primarily blocked by intervening development and there is no public area from which panoramic views of these features are held. The Specific Plan could increase building heights along the identified corridors and around the Gold Line station areas. The Specific Plan's ***potentially significant*** impacts on scenic vistas will be evaluated in the EIR.

b) Be visible from or obstruct views from a regional riding or hiking trail?	☐	☐	☐	☒

No Impact. 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 be visible from or obstruct views from this hiking and equestrian area. There would be ***no impact***.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

No Impact. There are no state scenic highways in the vicinity of the Specific Plan area. 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***.

d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?	☒	☐	☐	☐

Potentially Significant Impact. The Plan provides a framework for future development in the Specific Plan area, concentrated along the Cesar Chavez, Atlantic Boulevard, and 3rd Street corridors, and around the four Metro Gold Line stations. As noted, above, the Plan 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). TOD takes advantage of its location near transit to create a vibrant community, walkable streets, and safe access to transit. Components 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 Plan proposes eight zones, five of which are mixed use with discrete development and design standards. The ***potentially significant*** impact with regard to visual character and quality will be analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

Potentially Significant Impact. As noted, the Specific Plan provides a framework for future infill development and redevelopment in the Specific Plan area. New structures, particularly those on currently vacant or underutilized parcels, would result in an increase in the shadows, light, and glare in the Plan area. While the Plan area is highly urbanized and is surrounded by a highly urbanized community given its location in the central portion of the East Los Angeles community, the ***potentially significant*** impact of development under the Specific Plan to increase shadows, light, and glare will be analyzed in the EIR.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	***Less Than Significant Impact with Mitigation Incorporated***	***Less Than Significant Impact***	***No Impact***
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

No Impact. There is no land designated as Prime or Unique Farmland or Farmland of Statewide Importance in the Specific Plan area or in the adjacent communities. There would be ***no impact***.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	☐	☐	☐	☒

No Impact. There are no parcels in the Specific Plan area that are zoned for agricultural use, located in an Agricultural Opportunity Area, or subject to a Williamson Act contract. There would be ***no impact***.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒

No Impact. There is no land zoned for forest or timberland in the Specific Plan area or in the adjacent communities. There would be ***no impact***.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact. There is no land zoned as forest land in the Specific Plan area or in the adjacent communities. There would be ***no impact***.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact. The Specific Plan area is in an intensely urbanized area and implementation of the Specific Plan would not result in any changes in the environment that could result in conversion of Farmland or forest land. There would be ***no impact***.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan would result in intensification of development that could result in increase in air pollutant emissions and conflict with the SCAQMD Air Quality Management Plan (AQMP). It should be noted that the Plan provides for TOD, which would be expected to reduce vehicle miles traveled and, thus, reduce operational air emissions from vehicle exhaust. Based on the traffic impact study to be prepared for the Plan, air quality modeling will be done to quantify the potential emissions from operation of development under the Plan. As the South Coast Air Basin is in nonattainment for certain criteria pollutants (RO_X, NO_X, and PM), construction activities can exceed daily thresholds of significance established by the SCAQMD. This is a potentially significant impact. The construction and operational impacts of implementation of the Specific Plan will be quantified and analyzed in the EIR to determine whether the Plan would result in conflict with or obstruction of implementation of the AQMP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐

Potentially Significant Impact. Development pursuant to the Specific Plan could result in violation of air quality standards or contribute to an existing or projected air quality violation either during construction or operation. This potentially significant impact will be quantified and analyzed in the EIR.

c) 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)?	☒	☐	☐	☐

Potentially Significant Impact. Development pursuant to the Specific Plan could result in a cumulatively considerable net increase of a criteria pollutant during construction or operation. This potentially significant impact will be quantified and analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐

Potentially Significant Impact. Development pursuant to the Specific Plan could expose sensitive receptors to substantial pollutant concentrations, particularly where development would occur adjacent to area freeways. This potentially significant impact will be quantified and analyzed in the EIR.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

No Impact. The types of uses allowed in the Specific Plan would not be expected to create objectionable odors. Plan standards require that trash receptacles be covered and screened, and no industrial uses would be permitted in the Specific Plan area. Therefore, there would be no impact, and further analysis is not required.

4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☒	☐	☐	☐

Potentially Significant Impact. There are likely no habitats in the Specific Plan area for species identified as candidate, sensitive, or special status, as the Specific Plan area is in a highly urbanized portion of southern California. However, field reconnaissance and database searches will be performed and this ***potentially significant*** impact will be analyzed in the EIR.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒

No Impact. There are no sensitive natural communities in the Specific Plan area or in the adjacent communities. The Specific Plan area is in a highly urbanized portion of southern California. There would be ***no impact***.

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code §§ 1600, et seq. through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

No Impact. There are no wetlands, marshes, vernal pools, drainages, or waters of the United States in the Specific Plan area. There would be ***no impact***.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐

Potentially Significant Impact. The Specific Plan area is highly disturbed, with minimal vegetation located in a built-out urban environment. Due to the developed nature of the Plan area and the surrounding

communities as well as the urban nature of the area, it is unlikely that any substantial wildlife movement currently occurs though the Specific Plan area. However, some trees in the Specific Plan area could be used as nesting habitat by migratory birds. The migratory avian species that could use trees in the Specific Plan area for nesting during the breeding season are protected under the Migratory Bird Treaty Act (MBTA). Specifically, all native breeding birds (except game birds), regardless of their listing status, are protected under the MBTA (16 USC, Sec. 703, Supp. I, 1989). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Implementation of the Plan could result in the removal of some or all of these trees. Field reconnaissance will be performed to determine whether there are trees in the Specific Plan area that could provide suitable nesting habitat for migratory birds, as well as a database search. This ***potentially significant*** impact will be evaluated in the EIR.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?	☐	☐	☐	☒

No Impact. There are no oak woodlands in the Specific Plan area. Therefore, there would be ***no impact***.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?	☐	☐	☐	☒

No Impact. The Specific Plan area is not in a Wildflower Reserve area, a SEA, or a SERA, nor are there protected oak trees in the Specific Plan area. Therefore, there would be ***no impact***.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?	☐	☐	☐	☒

No Impact. 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 Specific Plan area. 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.

5. CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	☒	☐	☐	☐

Potentially Significant Impact. The State Historic Resources Commission has four criteria for listing on the California Register of Historical Resources, as follows:[1]

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

In addition, CEQA Guidelines Section 15064.5 defines (1) a mandatory historical resource as a resource listed in or determined to be eligible by the State Historic Resources Commission for listing in the California Register of Historical Resources; (2) a presumptive historical resource as a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or (3) a discretionary historical resource as an object, building, structure, site area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Development pursuant to the Plan could result in changes in historical resources in the Plan area that could be adverse. While there are no identified Historic Resource Sites in the Specific Plan area per the General Plan, it is possible that one or more structures may become eligible for listing during the life of the Specific Plan. This ***potentially significant*** impact will be analyzed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☒	☐	☐	☐

Potentially Significant Impact. The Specific Plan area has already been subject to extensive disruption during development over many years and is fully urbanized (with the exception of the open space in the area cemeteries). Any archaeological resources that may have existed at one time have likely been previously disturbed due to previous development during the years before modern archaeological studies and the application of environmental protection for cultural resources. Nonetheless, construction activities associated with specific projects pursuant to the Specific Plan would have the potential to unearth

[1] California State Parks, Office of Historic Preservation, *California Register*, http://www.ohp.parks.ca.gov/?page_id=21238 (accessed March 14, 2012).

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

undocumented resources. Therefore, the potential for damage to, or destruction of, these resources would be a ***potentially significant*** impact and will be analyzed in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?	☒	☐	☐	☐

Potentially Significant Impact. The Plan area has been subject to extensive disruption due to previous development. Any paleontological resources that may have existed at one time have likely been disturbed. Construction activities associated with development pursuant to the Specific Plan would have the potential to unearth undocumented resources, a ***potentially significant*** impact that will be analyzed in the EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

Potentially Significant Impact. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Public Resources Code (PRC) §5097. Disturbing human remains would destroy the resources and could potentially violate the health code. The Health and Safety Code (§7050.5, §7051, and §7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, protect them from disturbance, vandalism, or destruction, and establish procedures to be implemented if Native American skeletal remains are discovered. PRC §5097.98 also addresses the disposition of Native American burials, protects such remains, and establishes the Native American Heritage Commission to resolve any related disputes. This ***potentially significant*** impact will be evaluated in the EIR.

6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan would involve new infill development and renovation of existing structures, the characteristics of which could conflict with the Green Building Ordinance or Drought-Tolerance Landscaping Ordinance. This ***potentially significant*** impact will be evaluated in the EIR.

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan would involve new infill development and renovation of existing structures, the characteristics of which could result in inefficient use of energy resources. This ***potentially significant*** impact will be evaluated in the EIR.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒

No Impact. While there are numerous fault traces in East Los Angeles, the Specific Plan area 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.[2] Therefore, there would be ***no impact.***

ii) Strong seismic ground shaking?	☒	☐	☐	☐

Potentially Significant Impact. The East Los Angeles area is underlain by numerous known active fault traces, and the Plan area could be subject to strong seismic ground shaking in the event of a seismic event. This ***potentially significant*** impact will be analyzed in the EIR.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?	☒	☐	☐	☐

Potentially Significant Impact. The Specific Plan area is not within or adjacent to an identified liquefaction or other seismic hazard area as identified on the Seismic Hazard Zone Map of the Department of Conservation for the Los Angeles quadrangle.[3] The nearest identified seismic hazard zone to the Specific Plan area is in the City of Commerce to the south and Monterey Park to the north. However, site-specific geotechnical reports that may be required for specific development under the Specific Plan may identify discrete areas of liquefaction and soils susceptible to lateral spreading. This ***potentially significant*** impact as a result of seismic-related ground failure will be evaluated in the EIR.

iv) Landslides?	☐	☐	☐	☒

No Impact. 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, Van

[2] http://cluster3.lib.berkeley.edu/EART/UCONLY/CDMG/south/socal_index.pdf. Accessed 1/9/2013.
[3] California Department of Conservation, California Seismic Hazard Zones Map, Los Angeles Quadrangle (1999), http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_la.pdf (accessed January 9, 2013).

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Nuys Quadrangle, the Plan area is not located within an area identified by the California Geologic Survey as a landside zone.[4] Therefore, landslides are not considered a geologic constraint. ***No impact*** would occur.

b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of development pursuant to the Specific Plan could result in substantial soil erosion or the loss of topsoil. Construction of development pursuant to the Plan could result in ground surface disturbance during excavation, grading, and trenching that could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, the existing structure(s), any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to the elements. Construction could in some instances increase impervious surfaces on a given site compared to existing conditions. This ***potentially significant*** impact will be evaluated in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☒	☐	☐	☐

Potentially Significant Impact. The Specific Plan area is not known to be located on a geologic unit or soil that is unstable. However, site-specific geotechnical reports prepared for development pursuant to the Specific Plan may reveal the presence of discrete areas of unstable soils that could require mitigation. This ***potentially significant*** impact will be evaluated in the EIR.

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

Potentially Significant Impact. The Specific Plan area is not known to be located on expansive soils.. However, site-specific geotechnical reports prepared for development pursuant to the Specific Plan may reveal the presence of discrete areas of expansive soils that could require mitigation. This ***potentially significant*** impact will be evaluated in the EIR.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

No Impact. All development pursuant to the Specific Plan would be required to connect to the County sewer system and there would be no alternative wastewater treatment or disposal systems for any development pursuant to the Specific Plan. There would be ***no impact***.

[4] California Department of Conservation, California Seismic Hazard Zones Map, Los Angeles Quadrangle (1999), http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_la.pdf (accessed January 9, 2013).

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
f) 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?	☐	☐	☐	☒

No Impact. The Specific Plan area is not within a Hillside Management Area and would not be subject to this ordinance. There would be ***no impact***.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan could result in land use intensification that would increase the amount of greenhouse gas emissions (GHGs), although it is anticipated that the TOD emphasis would actually reduce GHGs compared to existing conditions. This ***potentially significant*** impact will be evaluated in the EIR.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, although it is anticipated that the TOD emphasis would actually reduce GHGs compared to existing conditions. This ***potentially significant*** impact will be evaluated in the EIR.

9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☒	☐	☐	☐

Potentially Significant Impact. The Plan would allow TOD around the Metro Gold Line stations as well as provide for a regulating framework for infill development/redevelopment along the Cesar Chavez, 3rd Street, 1st Street, and Atlantic Boulevard corridors. The four station areas along 3rd Street would be transformed into transit centers, with a mix of uses. The types of uses allowed by the Plan would not be expected to routinely transport, store, produce, use, or dispose of large amounts of hazardous materials that could create a significant hazard to the public or the environment. However, the proposed uses would routinely use household chemicals such as detergents and other cleaning agents, and some residential uses would be in proximity or adjacent to the Pomona Freeway, along which hazardous materials could be transported. This ***potentially significant*** impact will be analyzed in the EIR.

b) 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?	☒	☐	☐	☐

Potentially Significant Impact. See subsection a) above. The proximity of planned uses to the Pomona Freeway would expose residents to a hazard through reasonably foreseeable upset and accident conditions. This ***potentially significant*** impact will be analyzed in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☒	☐	☐	☐

Potentially Significant Impact. The proposed uses would not be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials. However, certainly establishments such as dry cleaners could occur within the Specific Plan area that could emit hazardous emissions within 0.25 mile of sensitive land uses, including schools, residential uses, and medical facilities. This ***potentially significant*** impact will be analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Be located on a site that 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?	☒	☐	☐	☐

Potentially Significant Impact. A hazardous materials database search may identify hazardous materials sites in the Specific Plan area or adjacent communities that could create a hazard to the public or the environment. This ***potentially significant*** impact will be analyzed in the EIR.

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

No Impact. The Specific Plan area is not located within the influence area of an airport land use plan or within 2 miles of a public airport or public use airport. The nearest airport to the Specific Plan area is Los Angeles International Airport and the Compton-Woodley Airport, which are 14 and 10 miles, respectively, from the closest boundary of the Plan area. There would be ***no impact*** and no further analysis is required.

f) 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?	☐	☐	☐	☒

No Impact. The Specific Plan area does not contain a private airstrip, nor is there any private airstrip in the vicinity of the Plan area. There would be ***no impact*** and no further analysis is required.

g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan could result in changes in emergency access or traffic patterns that could adversely affect an adopted emergency response plan or emergency evacuation plan. This ***potentially significant*** impact will be analyzed in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a Very High Fire Hazard Severity Zones (Zone 4)?	☐	☐	☐	☒

No Impact. No portion of the Specific Plan area is located within a Very High Fire Hazard Severity Zone. There would be ***no impact*** and no further analysis is required.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
ii) within a high fire hazard area with inadequate access?	☐	☐	☐	☒

No Impact. No portion of the Specific Plan area is located within a high fire hazard area. Therefore, there would be ***no impact*** and no further analysis is required.

iii) within an area with inadequate water and pressure to meet fire flow standards?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the 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. This ***potentially significant*** impact will be analyzed in the EIR.

iv) within proximity to land uses that have the potential for dangerous fire hazard?	☒	☐	☐	☐

Potentially Significant Impact. Future development in the Specific Plan area could be in proximity to land uses that have the potential for dangerous fire hazard. This could include industrial uses that are located in the adjacent communities. This ***potentially significant*** impact will be analyzed in the EIR.

i) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☐	☒

No Impact. The Plan would allow for infill development of mixed uses and TOD, which would not include uses that would constitute a potentially dangerous fire hazard. There would be ***no impact*** and no further analysis is required.

10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐

Potentially Significant Impact. Runoff from the Specific Plan area would be discharged into the Los Angeles County Flood Control District facilities and ultimately into the Los Angeles River. There is no large-scale water treatment facility in the Specific Plan area. Wastewater flows through local sewer mains maintained by Los Angeles County Department of Public Works and is received at the Joint Water Pollution Control Plant located in Carson. The Los Angeles County Sewer Maintenance Division has identified maintenance issues with a few local mains. Development pursuant to the Specific Plan could violate water quality standards or waste discharge requirements. This ***potentially significant*** impact will be analyzed in the EIR.

b) 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 which would not support existing land uses or planned uses for which permits have been granted)?	☒	☐	☐	☐

Potentially Significant Impact. The Specific Plan area is serviced by the East Los Angeles District of the California Water Service Company (Cal Water). The East Los Angeles District water system currently includes 10 active wells, 29 booster pumps, 16 storage tanks, and three Metropolitan Water District connections. The Specific Plan area could be located in an area of groundwater recharge. While it is not anticipated that the Plan would substantially deplete groundwater supplies or interfere substantially with groundwater recharge, development pursuant to the Specific Plan could result in a demand for water that could deplete groundwater supplies. This ***potentially significant*** impact will be analyzed in the EIR.

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

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that could alter the existing drainage pattern in the Specific Plan area and result in substantial erosion or siltation. This ***potentially significant*** impact will be analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that could alter the existing drainage pattern in the Specific Plan area and substantially increase the rate or amount of surface runoff in a manner that would result in flooding, particularly if future development increases the overall amount of impervious surfaces in the Plan area. This ***potentially significant*** impact will be analyzed in the EIR.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that would create or contribute runoff water that could exceed the capacity of existing or planned stormwater drainage systems, particularly if future development increases the overall amount of impervious surfaces in the Plan area. In addition, development under the Specific Plan could increase sources of polluted runoff .This ***potentially significant*** impact will be analyzed in the EIR.

f) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?	☒	☐	☐	☐

Potentially Significant Impact. It is expected that all construction of development under the Specific Plan would comply with the provisions of the applicable NPDES permit with regard to water quality, including implementation of best management practices to reduce sources of polluted runoff. However, this ***potentially significant*** impact will be analyzed in the EIR.

g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?	☒	☐	☐	☐

Potentially Significant Impact. The concept of Low Impact Development (LID) is to distribute small, cost-effective landscape features throughout a project site. The source control concept is quite different from conventional regional treatment (pipe and large stormwater management basin design). LID incorporates multifunctional site design elements or Best Management Practices (BMPs) for stormwater detention and water quality improvements. These multifunctional site design elements include the use of bioretention/filtration landscape areas, disconnected hydrologic flowpaths, reduced impervious surfaces, functional landscaping, and functional grading to maintain hydrologic functions that existed prior to development, such as infiltration, frequency and volume of discharges, and groundwater recharge.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Development pursuant to the Specific Plan would be expected to comply with the LID Ordinance, but as future projects are currently unknown, this ***potentially significant*** impact will be analyzed in the EIR.

h) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?	☒	☐	☐	☐

Potentially Significant Impact. Runoff from the Specific Plan area would be discharged into the Los Angeles County Flood Control District facilities and ultimately into the Los Angeles River. There is no large-scale water treatment facility in the Specific Plan area. Development pursuant to the Specific Plan could result in nonpoint and point source discharges of pollutants into designated areas of special biological significance. This ***potentially significant*** impact will be analyzed in the EIR.

i) Use onsite 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)?	☒	☐	☐	☐

Potentially Significant Impact. There is a potential for future development under the Specific Plan to include on-site wastewater treatment systems, which could be located in an area with known geological limitations. This ***potentially significant*** impact will be analyzed in the EIR.

j) Otherwise substantially degrade water quality?	☒	☐	☐	☐

Potentially Significant Impact. It is expected that all development under the Specific Plan would comply with the provisions of the applicable NPDES permit with regard to water quality, including implementation of best management practices to reduce sources of polluted runoff. As future development projects are unknown, there is a potential for development pursuant to the Specific Plan to otherwise substantially degrade water quality. This ***potentially significant*** impact will be analyzed in the EIR.

k) 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?	☐	☐	☐	☒

No Impact. The Specific Plan area is not located within a 100-year flood hazard area, floodway, or floodplain. There would be ***no impact*** and no further analysis is required.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?	☐	☐	☐	☒

No Impact. The Specific Plan area is not located within a 100-year flood hazard area, floodway, or floodplain. There would be ***no impact*** and no further analysis is required.

m) 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?	☐	☐	☐	☒

No Impact. According to the County General Plan, the Specific Plan area is not located in the path of flooding from any dam. Therefore, there would be ***no impact*** and no further analysis is required.

n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

No Impact. There are no enclosed water bodies in proximity to the Specific Plan area that could result in seiche (oscillating water movement due to seismic events that can result in overtopping of the water body and subsequent flooding). The Specific Plan area is not located in a tsunami inundation zone. There are no foothills or mountains in proximity to the Specific Plan area that would present a risk of mudflow to visitors, residents, or businesses in the Specific Plan area. Therefore, there would be ***no impact*** and no further analysis is required.

11. LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

No Impact. A physical division of an established community would be caused by an impediment to through travel or a physical barrier such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The Plan would not result in development of new thoroughfares or highways; it would simply focus new mixed-use development around the four Gold Line transit stations, and improve the overall character and quality of the identified corridors. It would improve pedestrian and bicyclist amenities and access, which would enhance connectivity. Therefore, the Specific Plan would not divide an established community and there would be ***no impact***.

b) 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?	☒	☐	☐	☐

Potentially Significant Impact. The Plan includes amending the East Los Angeles Community Plan to include a Specific Plan overlay for the Plan area and changes to zoning designations. It is the intent of the Specific Plan to allow existing development and/or uses in the Plan area 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 Specific Plan would disallow existing non-conforming development and/or uses. It is possible that Specific Plan policies could conflict with other applicable land use plans, such as the County General Plan and the East Los Angeles Community Plan, and this ***potentially significant*** impact will be analyzed in the EIR.

c) Be inconsistent with the County zoning ordinance as applicable to the subject property?	☒	☐	☐	☐

Potentially Significant Impact. The Plan includes amending the East Los Angeles Community Plan to include a Specific Plan overlay for the Plan area and changes to zoning designations. Chapter 5 of the proposed Specific Plan sets forth the Development Code that would supersede all County requirements for the Plan area as outlined in Title 22 of the Los Angeles County Zoning Code and would replace the East Los Angeles Community Standards District. The Development Code provides detailed regulations for development within the Specific Plan area 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 Plan area. While the Development Code would supersede the existing Zoning Code, and thus not conflict with it, this ***potentially significant*** impact will be analyzed in the EIR in further detail.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?	☐	☐	☐	☒

No Impact. The Specific Plan area is not located in a Hillside Management area or a Significant Ecological Area. Therefore, there would be no conflict, and ***no impact***.

12. MINERAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

No Impact. There are no mineral resource zones in the Specific Plan area. There is an Oil and Gas Recovery Zone identified in the General Plan that occurs in the south-central portion of the East Los Angeles Community, but this area is not within the boundaries of the Specific Plan area. Implementation of the Specific Plan would not result in substantial excavation activities that could affect these resources. There would be ***no impact*** and no further analysis is required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

No Impact. There are no mineral resource recovery sites in the Specific Plan area. There would be ***no impact*** and no further analysis is required.

13. NOISE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project result in:				
a) 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?	☒	☐	☐	☐

Potentially Significant Impact. Development pursuant to the Plan would result in construction activities that would generate noise, which could exceed standards established in the noise ordinance or General Plan. Similarly, traffic generated by future development has the potential to result in increases in roadway noise that could exceed established standards. This ***potentially significant*** impact will be analyzed in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐

Potentially Significant Impact. Development pursuant to the Plan would result in construction activities, including pile driving and truck trips, that could generate groundborne vibration or groundborne noise. This ***potentially significant*** impact will be analyzed in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	☒	☐	☐	☐

Potentially Significant Impact. Operation of development under the Specific Plan could result in increased traffic or mechanical noise, which could result in a permanent increase in ambient noise levels. This ***potentially significant*** impact will be analyzed in the EIR.

d) 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?	☒	☐	☐	☐

Potentially Significant Impact. Chapter 12.08 of Title 12 of the Los Angeles County Code contains the County's noise ordinance. It identifies noise zones and maximum interior and exterior noise levels. Chapter 12.16 controls construction noise and prohibits construction activities on Sundays and between the hours of 8:00 p.m. and 6:30 a.m. where residential uses could be affected. Development pursuant to the Specific Plan could result in a substantial temporary or periodic increase in ambient noise levels in the Specific Plan area during construction or operation. This ***potentially significant*** impact will be analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. The Specific Plan area is not within the influence area of an airport land use plan or within 2 miles of a public airport or public use airport. Therefore, there would be ***no impact*** and no further analysis is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. The Specific Plan area is not within the vicinity of a private airstrip. Therefore, there would be ***no impact*** and no further analysis is required.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) 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)?	☒	☐	☐	☐

Potentially Significant Impact. The Plan is intended to be a transit-oriented specific plan. According to the County's Housing Element (2008), a transit-oriented specific plan is intended to 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. Future housing development pursuant to the Plan would not induce unplanned growth, but would accommodate regional housing need as demonstrated in the County's Regional Housing Needs Assessment. However, the development pursuant to the Plan would provide additional housing and employment opportunities in the Specific Plan area, which could induce population growth. Therefore, this ***potentially significant*** impact will be analyzed in the EIR.

b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact. The Specific Plan area contains existing residences. The residential neighborhoods would not be subject to change under the Plan other than streetscape and maintenance improvements. Infill development would be focused around the Gold Line stations and along the established commercial corridors identified. No housing is being converted, nor anyone displaced, as a result of the Plan. Therefore, there would be ***no impact*** and no further analysis is required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact. Implementation of the Specific Plan would result in infill development or redevelopment that would not displace substantial numbers of people. As discussed in Section 14b above, no housing is being converted, nor anyone displaced, as a result of the Plan. Therefore, there would be ***no impact*** and no further analysis is required.

d) Cumulatively exceed official regional or local population projections?	☒	☐	☐	☐

Potentially Significant Impact. As discussed in Section 14a above, future housing development pursuant to the Plan would not induce unplanned growth, but would accommodate regional housing need as demonstrated in the County's Regional Housing Needs Assessment. However, the development pursuant to the Purposed Plan would provide additional housing and employment opportunities in the Specific Plan

	Potentially Significant Impact	***Less Than Significant Impact with Mitigation Incorporated***	***Less Than Significant Impact***	***No Impact***

area, which could induce population growth that may cumulatively exceed official population projections. Therefore, this ***potentially significant*** impact will be analyzed in the EIR.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) 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 any of the public services:				
i) Fire protection?	☒	☐	☐	☐

Potentially Significant Impact. The development pursuant to the Plan would result in increased density and additional residents and nonresidential square footage that would require fire protection services, which could require new or expanded fire facilities. This ***potentially significant*** impact will be analyzed in the EIR.

ii) Sheriff protection?	☒	☐	☐	☐

Potentially Significant Impact. The development pursuant to the Plan would result in increased density and additional residents and nonresidential square footage that would require sheriff protection services, which could require new or expanded police protection facilities such as a sheriff substation. This ***potentially significant*** impact will be analyzed in the EIR.

iii) Schools?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Plan would increase the number of residential units compared to the existing condition due to the proposed mixed-use zoning and number of dwelling units allowed under the Plan. Therefore, implementation of the Plan could result in an increase in demand for school services that would exceed existing capacity. This ***potentially significant*** impact will be analyzed in the EIR.

iv) Parks?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Plan would increase the number of residential units compared to existing conditions due to the proposed mixed-use zoning. Therefore, the increase in population as a result of implementation of the Plan could result in an increase in demand for park space to maintain acceptable parks-to-population ratios. This ***potentially significant*** impact will be analyzed in the EIR.

v) Libraries?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Plan would increase the number of residential units compared to the existing condition due to the proposed mixed-use zoning. Therefore, implementation of the Plan could result in an increase in demand for library services, including new libraries. This ***potentially significant*** impact will be analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
vi) Other public facilities?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Plan would increase the number of residential units and nonresidential square footage compared to existing conditions due to the proposed mixed-use zoning. Therefore, implementation of the Plan could result in an increase in demand for other public facilities. This ***potentially significant*** impact will be analyzed in the EIR.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐

Potentially Significant Impact. Belvedere Park is considered a Regional Park and Obregon Park a Community Park. Salazar Park and Atlantic Boulevard Park are located just outside the Specific Plan area. Based on the existing population in the Specific Plan area and existing park acreages (approximately 55 acres), there is a deficit of parks and recreational facilities to maintain the County standards. Implementation of the Specific Plan would result in infill development or redevelopment with an associated increase in population that may result in an increase in demand for and use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, this ***potentially significant*** impact will be analyzed in the EIR.

b) Does 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?	☒	☐	☐	☐

Potentially Significant Impact. As discussed in Section 16a above, the park acreage in the Specific Plan area is below County standards under existing conditions. The open space strategy of the Plan would improve the park/open space network by using streets and pedestrian connections, bringing these amenities within a reasonable walking and biking distance for all Plan area residents. In addition, the Specific Plan includes key components such as generation of new open space, transforming vacant lots and dead-end streets into pocket parks and pedestrian connections, improving vacant land adjacent to freeways as passive open spaces, and providing varied open spaces, that would further improve open space in the Specific Plan area. The zone changes would allow for future provision of local parks, the construction of which could result in adverse physical effects on the environment. New parks could result in environmental benefits. For example, parks can reduce net greenhouse gas emissions (GHG) and produce different GHG benefits, including the carbon sequestration from the addition of trees, mitigation of the urban heat island effect, promotion of bicycling and walking, reduction of vehicle trips, and groundwater recharge. Therefore, this ***potentially significant*** impact will be analyzed in the EIR.

c) Would the project interfere with regional open space connectivity?	☐	☐	☐	☒

No Impact. The Plan area and vicinity have been previously developed and located in an urbanized area. As discussed in Section 16b above, the Plan would not interfere with regional open space, but would improve and expand the connectivity. There are no regional trails or bicycle paths that would be affected by implementation of the Plan. Therefore, there would be ***no impact*** and no further analysis is required.

17. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) 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 non-motorized 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?	☒	☐	☐	☐

Potentially Significant Impact. The Plan and vicinity have been previously developed. Future individual redevelopment projects pursuant to the Plan have the potential to generate vehicle trips that may adversely impact intersections and/or street segments in the area. The proposed changes in land uses will result in different peak hour trips and overall trip generation. Therefore, a traffic study for the Specific Plan area will be prepared to define the existing and projected future traffic conditions within the traffic study area, the existing and projected intersection levels of service, and potential deficiencies as a result of implementation of the Plan. This ***potentially significant*** impact will be analyzed in the EIR.

b) 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?	☒	☐	☐	☐

Potentially Significant Impact. The Plan is intended to be a transit-oriented development plan. As discussed in Section 17a above, the traffic study and EIR will address whether implementation of the Plan will conflict with level of service standards and travel demand measures, or other standard established by the CMP. This ***potentially significant*** impact will be analyzed in the EIR.

c) 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?	☐	☐	☐	☒

No impact. 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 Specific Plan area. There would be ***no impact*** and no further analysis is required.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐

Potentially Significant Impact. The Plan does not propose modifications to the roadway network in the Specific Plan area that would result in a substantial increase in hazards due to a design feature. However, building frontages and changes in orientation of parking could result in safety hazards for pedestrians, bicyclists, or motorists if line-of-sight is reduced. This ***potentially significant*** impact will be analyzed in the EIR.

e) Result in inadequate emergency access?	☒	☐	☐	☐

Potentially Significant Impact. Development pursuant to the Plan would retain the existing roadway network. However, the Specific Plan would change parking orientation and building setbacks, as well as provide pedestrian and bicycle amenities, which could adversely affect emergency access. While it is anticipated that existing codes and regulations would ensure adequate emergency access, this ***potentially significant*** impact will be analyzed in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐

Potentially Significant Impact. The Plan is intended to be a transit-oriented development plan. Components 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. While it is not expected that the Plan would conflict with adopted policies, plans, or programs supporting alternative transportation this ***potentially significant*** impact will be analyzed in the EIR.

18. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	☒	☐	☐	☐

Potentially Significant Impact. It is expected that all development under the Specific Plan would comply with the provisions of the applicable NPDES permit with regard to water quality, including implementation of best management practices to reduce sources of polluted runoff. As future development projects are unknown, there is a potential for development pursuant to the Specific Plan to otherwise exceed wastewater treatment requirements. This ***potentially significant*** impact will be analyzed in the EIR.

b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐

Potentially Significant Impact. The Specific Plan area is serviced by the East Los Angeles District of the California Water Service Company (Cal Water). The impact of the Plan on existing water systems may include upsizing existing water lines where proposed demand exceeds available water flow and adding fire hydrants as necessary to provided proposed building fire protection per current codes and regulations. Based on pipe size capacity alone, it appears the existing water mains could support the Plan build-out should adequate water be available. With some lines estimated to be at least 50 years old, new water mains and/or upsizing existing lines will likely be necessary.

The Specific Plan area sewer service is within District 2 of the Sanitation Districts of Los Angeles County. Wastewater flows through local sewer mains maintained by Los Angeles County Department of Public Works and is received at the Joint Water Pollution Control Plant located in Carson. The Los Angeles County Sewer Maintenance Division has identified maintenance issues with a few local mains. The impact of the Plan on existing sewer systems likely includes the increase of sewer flow in local main and trunk lines to which the Plan area is tributary. The increase in sewer flow will require some existing lines to be upgraded. With some lines approximately 75 years old, new sewer lines and/or upsizing existing lines will likely be necessary regardless of capacity. Development pursuant to the Plan could create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which may cause significant environmental effects. These ***potentially significant*** impacts will be analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐

Potentially Significant Impact. Runoff from the Specific Plan area would be discharged into the Los Angeles County Flood Control District facilities and ultimately into the Los Angeles River. Development pursuant to the Specific Plan would likely result in a reduction in the overall Specific Plan area runoff due to today's more stringent local and federal requirements/guidelines on open space/landscape, stormwater detention/retention, and stormwater quality/Low Impact Development. The existing system is approximately 75 years old and upgrades may be necessary to preserve integrity and functionality. Development pursuant to the Specific Plan could create or contribute runoff water that may exceed the capacity of existing or planned stormwater drainage systems. This ***potentially significant*** impact will be analyzed in the EIR.

d) 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?	☒	☐	☐	☐

Potentially Significant Impact. The Specific Plan area is serviced by the East Los Angeles District of the California Water Service Company (Cal Water). The East Los Angeles District water system currently includes 10 active wells, 29 booster pumps, 16 storage tanks, and three Metropolitan Water District connections. Implementation of the Specific Plan would result in infill development or redevelopment that would result in demand for water supplies that may exceed existing entitlements and resources. This ***potentially significant*** impact will be analyzed in the EIR.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that could create energy demand that may exceed the capacity of existing energy utility systems. This ***potentially significant*** impact will be analyzed in the EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that could create solid waste that may exceed permitted landfill capacity. This ***potentially significant*** impact will be analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☐	☐

Potentially Significant Impact. Development pursuant to the Plan would result in an increased demand for local solid waste disposal facilities through the generation of construction and debris material and also through waste generation by future individual projects in the Specific Plan area. While it is anticipated that development pursuant to the Plan would comply with all federal, state, and local statutes and regulations related to solid waste, this ***potentially significant*** impact will be analyzed in the EIR.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐

Potentially Significant Impact. Based upon the analysis presented in Section 4 of this Initial Study, there are likely no habitats in the Specific Plan area for species identified as candidate, sensitive, or special status, as the Specific Plan area is in a highly urbanized portion of southern California. However, field reconnaissance and database searches will be performed and analyzed in the EIR. Additionally, development pursuant to the Plan could result in changes in historical resources in the Plan area that could be adverse. While there are no identified Historic Resource Sites in the Specific Plan area per the General Plan, it is possible that one or more structures may become eligible for listing during the life of the Specific Plan. These ***potentially significant*** impacts will be analyzed in the EIR.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☒	☐	☐	☐

Potentially Significant Impact. Development of the Plan could have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. This ***potentially significant*** impact will be analyzed in the EIR.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐

Potentially Significant Impact. Development of the Plan could have the potential to generate impacts that may be individually limited, but cumulatively considerable. This ***potentially significant*** impact will be analyzed in the EIR.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Implementation of the Specific Plan could have the potential to generate significant environmental effects which could cause an adverse effect on human beings, either directly or indirectly. This ***potentially significant*** impact will be analyzed in the EIR.

STATE OF CALIFORNIA Edmund G. Brown, Jr., *Govemor*

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Boulevard
West Sacramento, CA 95691
(916) 373-3715
(916) 373-5471 – FAX
e-mail: ds_nahc@pacbell.net

RECEIVED
JUL 17 2013

July 15. 2013

Mr. Phillip Estes, AICP, Principal Planner
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: SCH# 2013071033 CEQA Notice of Preparation (NOP);; proposed Mitigated Negative Declaration for the "**East Los Angeles 3rd Street Specific Plan Project;"** located in the unincorporated area of East Los Angeles, five miles east of Downtown Los Angeles; Los Angeles County, California

Dear Mr. Estes:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native

American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
Also, CEQA Guidelines Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

Native American Contacts
Los Angeles County
July 15, 2013

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
,
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrielinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
gabrielenoindians@yahoo.
(626) 926-4131

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013071033; Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the East Los Angeles Specific Plan; located in the unincorporated area of East Los Angeles; Los Angeles County, California

Native American Contacts
Los Angeles County
July 15, 2013

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180 Gabrielino
Bonsall , CA 92003

760-636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed **SCH#2013071033; Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the East Los Angeles Specific Plan; located in the unincorporated area of East Los Angeles; Los Angeles County, California**

East Los Angeles 3rd Street Specific Plan
Public Scoping Meeting
August 3, 2013

Public Comments *(after presentation)*:

1) Where is the money coming from to hire the consultant, Atkins?
2) Feels like waste of taxpayer money to analyze and repeat a process that has been done before (referring to CEQA process)
3) Why wasn't there an EIR done before the trains put in? (referring to CEQA process for Metro Gold Line Plan) – (Response Notes: CEQA process is a state law requirement for every new plan or project)
4) Broad level review – program EIR – Development Project
    a. Individual development projects will have another level of review
    b. Wants a clear idea of impact that plan will create
    c. Wants to know what the impact would be when an actual project goes in, how would it impact the surrounding area and businesses
    d. Wants a model for how density will affect the area
5) Have density models been done for this plan?
6) Will the businesses in the specific plan area, do they have to comply with the plan?
    a. (Constituent to constituent communication – be careful, they can put a time limit on existing businesses, review plan carefully for NCR, Conforming, etc.)
7) Plan to do bike lanes, east side access – Metro Plan
8) Apartments built on Woods/3rd – that apartment is very vulnerable – Big truck can crash into the corner of the building, the residents are concerned
9) Arizona and 3rd Median – landscape and design, has a shoddy design – needs improvement
10) Are you implementing design review standards into the plan?
    a. Looks like there are aesthetics that are illustrated in plan, is that what you propose in materials, etc?
11) Concerned about gang members, where are we setting up areas in the plan area. They asked for library when he was 7 years old, now he's 25 and finally got library. Wants to see East LA improved. He's very involved.
12) Fast track to improve? Combining lots? What is the timeline to develop?
13) Downey Road (Parallel to Catholic Cemetery) Between 3rd and Whittier? You would have to be skinny jogger to be able to jog down that sidewalk, needs a wider sidewalk for joggers and pedestrians.
14) Corner Eastern and 3rd – Good property for the County to obtain for development, possibly for apartments or whatever.
15) Is boulevard widening part of the project?
16) Are you aware that 60 freeway – Downey Road exit gets off there? The traffic is bumper-to-bumper from 1:00 to __. Then they take 3rd, creates bottlenecks. Usually the people who get off there don't live in East LA. (Response Notes: These improvements and amenities, like the walkable places, are for the residents of the East LA community.)
    a. Transportation / traffic study + land use + providing connections + Amenities = Balancing Act

17) Are you looking at model / template? (ex: Paseo Colorado)
    a. What other areas / cities did you look at to use as an example of form-based code?
18) Will this plan spur economic development/improvements? Will it bring property values up? Wants to know examples where property values increased as a result of form-based code.
19) What is going on with land that county owns? Lots of vacant lots. (Response Notes: Gold line parking, parking mostly)
20) Ford Boulevard – large pieces of land under freeway, look really sad, needs landscaping.
21) Jogging trails – 1st street and Cesar Chavez, at the Evergreen Cemetery, the owner is cheap. Doesn't want to pay for irrigation, lights of joggers, new fences – all needed.

Public Comments *(comment card)*:

22) I love the regional planning ideas. I'm glad Metro and Queens Care is going to begin construction. I hope they can have an event day to get ideas to my community.
Brian Anda, andabrian@yahoo.com , (323) 535-9522

STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083

August 5 2013

Phillips Estes
County of Los Angeles
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Estes:

Re: SCH 2013071033 East Los Angeles 3rd Street Specific Plan Project NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation (NOP)* for the proposed County of Los Angeles (County) East Los Angeles 3rd Street Specific Plan Project.

The project area includes active railroad tracks. RCES recommends that the County add language to the East Los Angeles 3rd Street Specific Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

August 22, 2013

Mr. Phillips Estes
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

IGR/CEQA No. 130719AL-NOP
East Los Angeles 3rd Street Specific Plan
Vic. LA-60, 710, I-5
SCH # 2013071033

Dear Mr. Estes:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced plan. The Proposed 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.

Per your conversations with Mr. Alan Lin, Project Coordinator, on July 31, 2013 and August 15, 2013 and phone discussion with Mr. Brian Marchetti from KOA Corporation (Traffic Consultant) on July 31, 2013, the County will accept this letter as part of CEQA response, which reiterates Caltrans concerns on the State facilities.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to SR-60, I-5, and I-710, and all off ramps at the plan vicinity. The traffic consultant will work with Caltrans to identify off ramp study locations before traffic study is being prepared.

   Caltrans has concerns about queuing of vehicles using off-ramps that will back into the mainline through lanes. Caltrans is requesting that a queuing analysis for the off-ramp be performed to determine adequate storage space to safely accommodate the project and

cumulative project traffics. The off ramps should be analyzed utilizing the Highway Capacity Manual (HCM) 85th Percentile Queuing analysis methodology with the actual signal timings at the ramps' termini.

2. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans uses the indices to verify the results and any differences or inconsistencies must be thoroughly explained.

3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan-horizon years. (see next item)

4. Include all appropriate traffic volumes. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.

5. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should also be included. These mitigation discussions should include, but not be limited to, the following:

    - Description of Transportation Infrastructure Improvements
    - Financial Costs, Funding Sources and Financing
    - Sequence and Scheduling Considerations
    - Implementation Responsibilities, Controls, and Monitoring

    Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.

6. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guide).

    Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved and not yet approved projects and other sources of growth. Analytical methods such as **select-zone** travel forecast modeling should be used.

    Please be reminded that as the responsible agency under CEQA, the Caltrans has authority to determine the required freeway analysis for this project and is responsible for obtaining measures that will off-set project vehicle trip generation that worsens State Highway facilities. CEQA allows the Caltrans to develop criteria for evaluating impacts on the facilities that it manages. In addition, the County CMP standards states that the Caltrans should be consulted for the analysis of State facilities. State Routes mentioned in item #1 should be analyzed, preferably using methods suggested in the Caltrans's Traffic Impact

Study Guide. To help determine the appropriate scope, we request that a select zone model run is performed.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. Should you wish to expedite the review process or receive early feedback from the Department please feel free to send a copy of the DEIR directly to our office.

Caltrans would like to focus on establishing a long term relationship with the County in identifying potential traffic impact and traffic mitigation on the State Highway System. We also have grants that may assist the City in preparing transportation studies to improve the mobility within the City.

If you have any questions regarding the preparation of a traffic study on the State facilities or would like to schedule a scoping meeting in order to meet Caltrans requirements, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 130719AL.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Appendix B East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan [Revised]

East Los Angeles

3rd Street Specific Plan

REVISED DRAFT - JULY 2014



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ACKNOWLEDGEMENTS

Board of Supervisors
Gloria Molina, 1st District
Mark Ridley-Thomas, 2nd District
Zev Yaroslovsky, 3rd District
Don Knabe, 4th District
Michael D. Antonovich, 5th District

Chief Executive Office
William T. Fujioka, Chief Executive Officer
Sachi. A. Hamai, Executive Officer

Regional Planning Commission
Supervisorial District 1: Esther L. Valdez
Supervisorial District 2: David W. Louie
Supervisorial District 3: Laura Shell
Supervisorial District 4: Curt Pederson
Supervisorial District 5: Pat Modugno

East Los Angeles Planning Advisory Committee

Jose Angel Barajas	Omar Loya
Guadalupe Bojorquez	Martin Montellano
Victor Caballero	Ramona Murana
Gustavo Camacho	Daniel Ortiz
Benjamin Cardenas	Javier Perez
Lourdes Carracoza	Al Rivera
Yobany Chacon	Daniel Rodriguez
Arnulfo Delgado	Susan Rodriguez
Yolanda Duarte	Diana Tarrango
Jazmin Garcia	Grace Gonzalez
Jose Gomez	

First Supervisorial District
Nicole Englund, Senior Transportation and Planning Deputy
Edgar Cisneros, Senior Field Deputy

Department of Regional Planning
Richard J. Bruckner, Director of Planning
Dennis Slavin, Chief Deputy Director
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PROJECT LOCATION AND BACKGROUND

The East Los Angeles 3rd Street Specific (Specific Plan, Plan) area is located approximately five miles east of downtown Los Angeles and is located within the unincorporated community of East Los Angeles (See Figure INT.A). The plan area boundary is approximately two square miles and extends approximately one-half mile to the north and south of the Metro Gold Line from Indiana Street on the western boundary, Hubbard and Sixth Streets to the south, and Margaret Avenue and Atlantic Boulevard to the east. The Specific Plan area is bisected by the Pomona Freeway (State Route 60) and the Long Beach Freeway (Interstate 710).

The Specific Plan is a comprehensive planning document to guide future development of the plan area. The document sets forth a comprehensive set of strategies, development regulations, design guidelines, and implementation program intended to produce a project consistent with the goals, objectives, and policies of the County of Los Angeles General Plan and the East Los Angeles Community Plan.

This Specific Plan builds on 1978 East Los Angeles Community Plan, assesses new challenges, and outlines what is necessary to succeed over the forthcoming twenty-year planning horizon. Furthermore, this Specific Plan also addresses the limitations of the 1978 plan and the East Los Angeles Community Standards District (CSD) regulations, particularly through a new form-based code in order to ensure a sustainable and livable community, and to enhance and preserve the community's distinctive character, culture, and history.

TRANSPORTATION AND DEVELOPMENT CONTEXT

Residential and commercial growth in East Los Angeles was largely shaped by the use of streetcar lines in the early twentieth century. In 1905, the extension of the Stephenson Avenue streetcar was completed to the eastern Los Angeles city limits. The Stephenson Avenue line, also known as the "R" line, ran east from downtown Los Angeles on 7th Street and connected with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. As development grew eastward in the 1920s, the streetcar followed along to Whittier Boulevard into East Los Angeles. The Indiana Street streetcar shuttle line ran from Whittier Boulevard to 1st Street and connected with other streetcar lines through East Los Angeles and beyond. However, beginning in the 1940s and 1950s and due to the increasing popularity of automobile travel, all of the streetcar lines were dismantled and some were converted to bus routes. Eventually, the "R" line was discontinued and replaced with a bus service on March 31, 1963.

Beginning in the 1950s, the construction of the interstate highway system displaced many neighborhoods across Los Angeles, including within the Specific Plan area. The Long Beach Freeway (I-710) construction began in 1952, and today the freeway bisects the plan area from north to south, crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (CA-60) construction started in 1965, and today the freeway crosses the plan area from the east to west, mostly parallel to 3rd Street, but crossing over 3rd Street just west of the Calvary Cemetery. While the freeways improved the movement of motor vehicles, they disrupted the historical street grid system and changed the housing patterns of the community. The freeways had a detrimental effect on the project area due to the demolition of hundreds of existing homes, the displacement of residents and businesses, and the introduction of newer housing into established historic neighborhoods.

In 2009, the restoration of rail service in East Los Angeles began with the operation of Metro's Gold Line extension from downtown Los Angeles. Four new rail stations opened in the plan area, which reconnected the East Los Angeles to the region with fast, safe, and convenient rail service. The four stations located within the plan area are: Indiana, Maravilla, Civic Center, and Atlantic (see Figure INT.B).

The Gold Line investment, combined with transit- and pedestrian-supportive development, presents a significant opportunity to:

- Bring energy, growth, and economic vitality to the community;
- Rebuild a cohesive community and walkable neighborhood; and
- Reconnect the historic community of East Los Angeles.

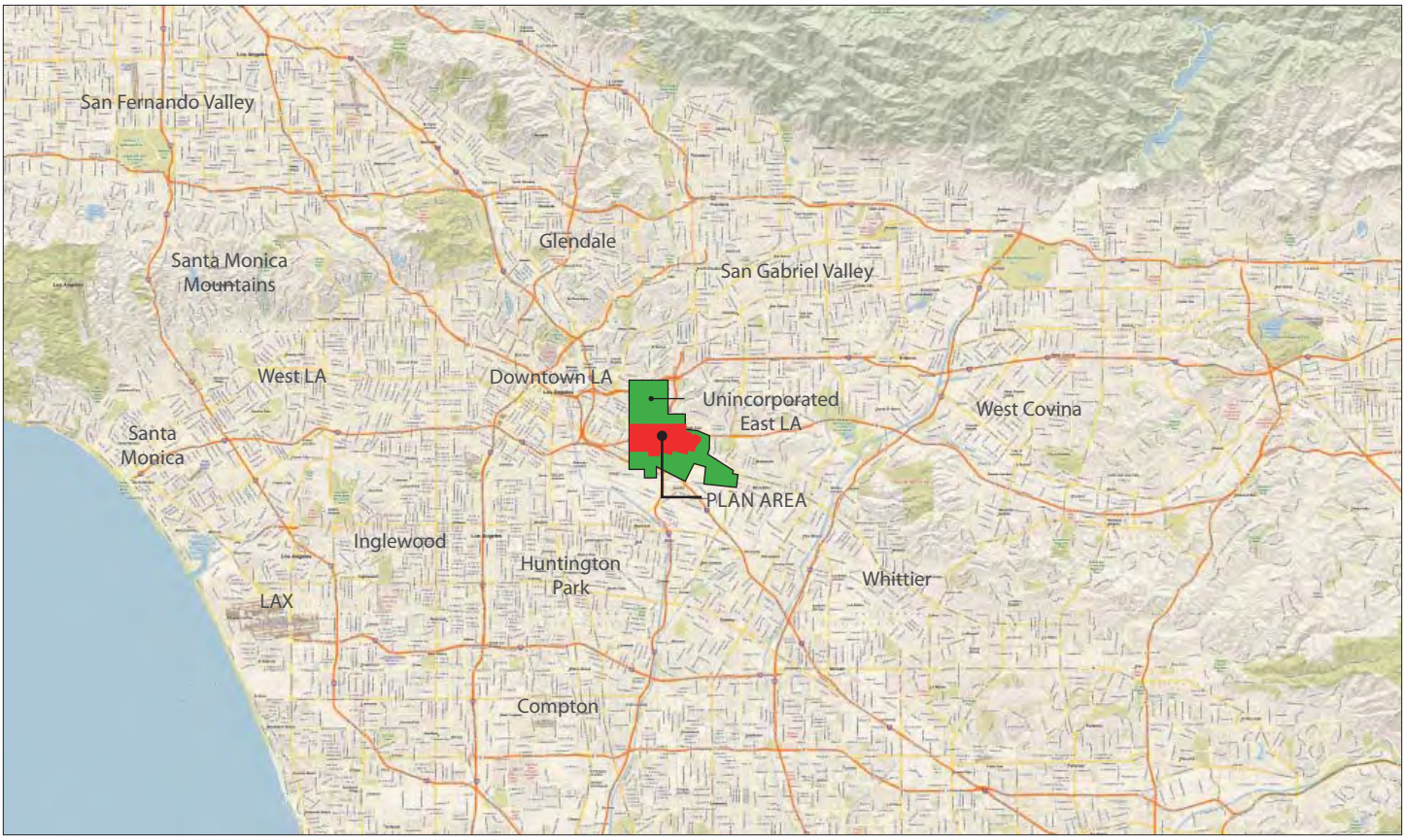


FIGURE INT.A: REGIONAL CONTEXT

DISCOVERY PROCESS AND PUBLIC ENGAGEMENT

The first phase in the preparation of this Specific Plan included the preparation of a Discovery Catalog. This process involved reviewing and evaluating relevant planning documents, including the County of Los Angeles General Plan, East Los Angeles Community Plan, Zoning Ordinance, East Los Angeles Community Standards District regulations. Further interviews were conducted with regulatory agencies, stakeholder groups. Lastly, a physical conditions analysis of plan area was completed and included the following:

- Street network and circulation
- Walkability and pedestrian safety
- Open space and recreation
- Civic uses and historic resources
- Building intensity and compatibility
- Commercial and retail locations and intensities
- Utility infrastructure
- Existing and pending development

The Discovery Catalog of analytical information was shared with County staff and participants. The catalog provided an initial level of understanding of the project area for the strategic planning team participants. It helped to frame the key planning issues throughout the planning process and discovery phase. During the discovery phase, community workshops were conducted with stakeholders and interest groups to familiarize the consultant team with the East Los Angeles context, and to define the set of issues and opportunities that the Specific Plan would address.

The discovery phase and the plan preparation were guided by an ongoing and collaborate public engagement process that included:

- East Los Angeles Planning Advisory Committee (ELAPAC) (8 appointed and 13 elected members of the community) was established to ensure broad community representation and participation. ELAPAC met quarterly from October 2009 to October 2011, with additional meetings in 2010.
- Regional Planning Commission discussion in July 2009 to present a project overview, a summary of the community outreach program, and a summary discussion of the existing conditions in the plan area (Discovery Catalog).
- Walkabout tour of the plan area with key community stakeholders in which participants identified issues, challenges, and opportunities for change. What was learned shaped the design and coding charettes and ultimately defined the community's vision.
- ELAPAC consultant-led tour of other Gold Line station areas in Los Angeles, Pasadena, and South Pasadena.
- Four Discovery Workshops were held in the neighborhoods: Belvedere Park Social Hall (7/13/2009), City Terrace Park Social Hall (7/14/2009), Ruben Salazar Park Senior Center (7/21/2009), and Saybrook Park Recreation Room (7/25/2009). Each workshop was organized around a consultant team presentation, an extensive question and answer session, with round-table discussions of issues, concerns, and opportunities. Analytical and diagnostic drawings and other documents provided by the consultant team, allowed workshop participants to represent and express their points of view accurately and constructively.
- Participation by stakeholders in two, five-day design and coding charettes. The first session focused on policy strategies and the second session on design solutions. Community members and County staff participated in site planning and building massing activities, and formed potential development scenarios taking into consideration height and orientation to the street. Participants were asked to identify what amenities they would like to see and where they should be located.
- Big Picture Workshop. Half-day workshop that focused on broad planning issues held at Ruben Salazar Park Senior Center (9/19/09) and City Terrace Park Community Room (9/26/2009).
- Design Solutions Workshop. Half-day workshops that focused on targeted design solutions held at Ruben Salazar Park Senior Center (10/17/09) and City Terrace Park Community Room (10/24/2009).
- County department stakeholder interviews on May 13, 2009 and community stakeholder interview on May 16, 2009.
- Approximately 30 community meetings, business organization discussions, and other events where County staff summarized the draft Specific Plan.
- Twelve month public review period of the May 2013 Draft Specific Plan was made available and published on the project website.
- Public scoping meeting (8/3/2013) held at the East Los Angeles Public Library Community Room to receive community member comments in the preparation of the Environmental Impact Report (EIR).
- Forty-five day public comment period beginning on May 15, 2014 regarding the availability of the Draft Environmental Impact Report and revised final Draft Specific Plan.
- Hearing Examiner public hearing held on June 12, 2014 at the East Los Angeles Public Library Community Room to summarize the Draft Environmental Impact Report and final Draft Specific Plan.
- Regional Planning Commission public hearing held on July 23, 2014 to consider the Draft Environmental Impact Report and the final Draft 3rd Street Specific Plan. (Pending)


Indiana Station


Maravilla Station


Civic Center Station


Atlantic Station

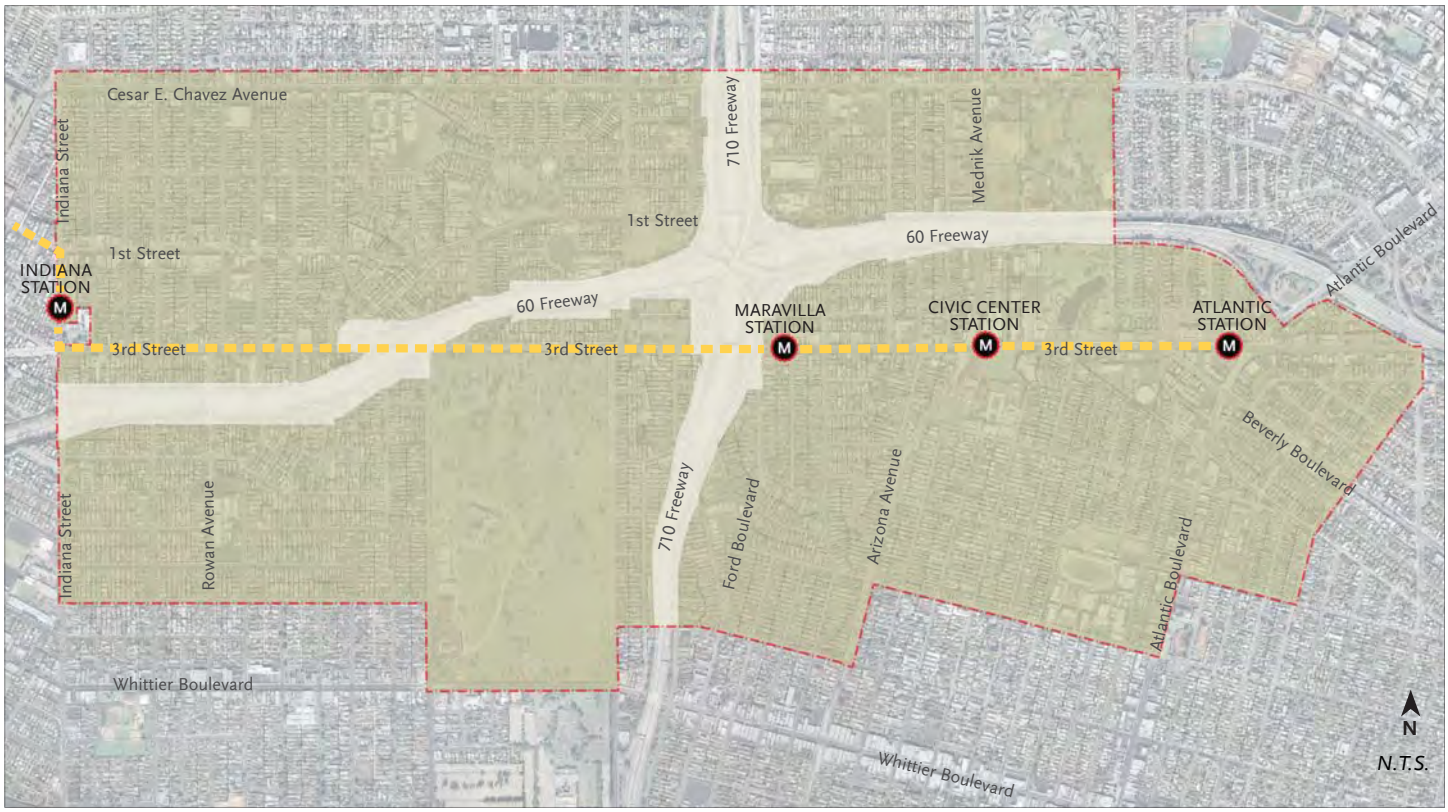


FIGURE INT.B: LOCAL SETTING

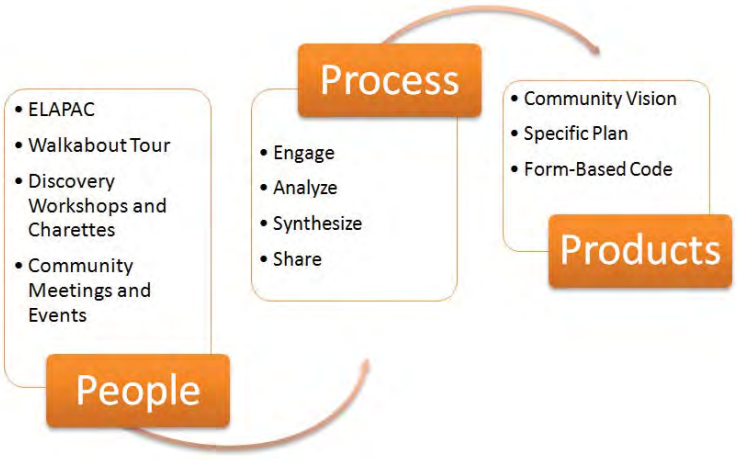
- Plan Area
- 60 and 710 Freeways
- Metro Gold Line Route
- Specific Plan Boundary
- Metro Gold Line Station

COMMUNITY PLANNING PRINCIPLES

During the Discovery Workshop process, the planning team recorded hundreds of comments and observations from stakeholders. The public engagement efforts and workshops resulted in a compilation of eight community-planning principles listed below. By focusing on the these key issue areas, this Specific Plan will address the needs and aspirations of the residential and business community:

1. Community pride and culture
2. Improve development standards and establish a new form-based code
3. Increase jobs and stimulate the local economy
4. Increase quality retail and services
5. Improve and facilitate additional housing
6. Balance mobility and improve access to public transit
7. Enhance pedestrian comfort and safety
8. Improve access to recreational facilities and open space

Community Planning Principles are the basis for the goals and polices in this Specific Plan. The planning principles are key issues identified by residents and stakeholders of East Los Angeles and guided the development of this Specific Plan.





Discovery Workshop: City Terrace Park



Stakeholder Meetings: Civic Center



Discovery Workshop: Belvedere Park



Discovery Workshop: Saybrook Park

COMMUNITY PLANNING PRINCIPLES

1 Community pride and culture: East Los Angeles is a community where people live with comfort, pride, and have a strong cultural identity. The history and cultural diversity of the community should be promoted as background for establishing and reinforcing neighborhood character.



The original King Taco



1st Street retail


Murals tell the story of East LA's history and culture

2 Improve development standards and establish a new form-based code: Development standards should be updated to establish the desired physical form and character; require high standards of architecture, good urban design, mixed-uses, appropriate heights, improved signage standards, and ample landscaping.


Craftsman bungalows in Los Angeles, CA from 1915


Shaded sidewalks with shopfront windows


Public and Private space merging to create a pedestrian environment

3 Increase jobs and stimulate the local economy: Maintain a healthy and vital economy, providing a variety of jobs for our residents and a climate in which our businesses can prosper.


Provide residents with transit alternatives for shopping and access to jobs



Support local businesses


Development intensify along 3rd Street

4 Increase quality retail and services: Promote a variety of quality neighborhood-oriented retail, service, and entertainment uses within walking distance of neighborhoods.



Retail businesses of superior quality


Shaded sidewalks with clear visibility of shopfronts


Locally owned businesses

COMMUNITY PLANNING PRINCIPLES

5 Improve and facilitate additional housing: A variety of housing types should be provided which are compatible with existing housing types and neighborhoods within the community. A diverse mix of ownership and rental housing, and market rate, affordable, and workforce housing should be maintained.



Courtyard Housing (flats, townhouses, and lofts)



Mixed-use building



Housing over stores and offices

6 Balance mobility and improve access to transit: A more connected, urban street grid system should be created, where feasible, with walkable blocks to provide increased mobility for pedestrians, bicyclists, and vehicles.



Diagonal parking, bulbouts, and a tree lined 'main' street



Wide sidewalks in a pedestrian-friendly configuration



Conceptual transformation of Downey Road

7 Enhance pedestrian comfort and safety: Safe, convenient, and attractive pedestrian and bicycle access should be provided throughout the community that enhances neighborhood connectivity to all transit stations, open space, and mixed-use corridors.



Comfortable and safe sidewalks



Transformation of area at left, showing mixed-use pedestrian-oriented environment



Pedestrian-friendly crossing with colored pavers and clearly marked paint

8 Improve access to recreational facilities and open space: Existing green space, natural areas and features should be preserved and enhanced. Facilities should be provided that can be programmed for seasonal activities that serve all age groups, such as jogging paths, evening events, recreation centers, and plazas. More cultural and public art facilities should be introduced and integrated into adjacent uses and neighborhoods.



Parks as destinations



A Square framed and activated by buildings and their activities



Community life on display

VISION AND LAND USE STRATEGY

This section describes the vision, existing conditions, and the Specific Plan strategy for each of the plan areas described below. The vision presented here drove the development of the Specific Plan goals and polices identified in Chapter1.

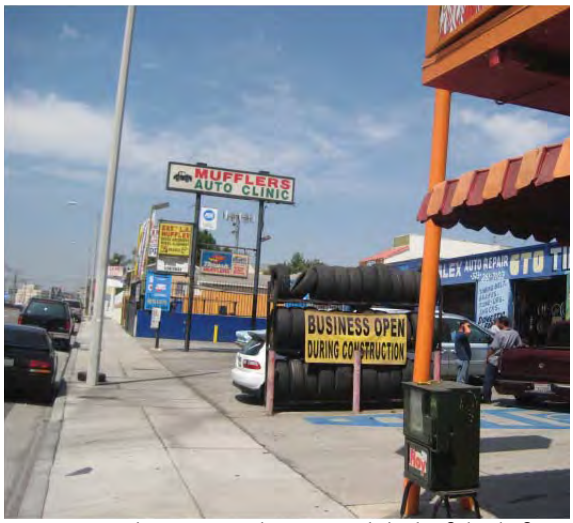
VISION STATEMENT

East Los Angeles is a safe, diverse, and economically vibrant community with a rich cultural history. Our community has prosperous mixed-use corridors, safe and family-friendly residential neighborhoods, and tree-lined streets that serve as distinctive and proud places for our community, and a desirable destination for visitors and commuters.

The East Los Angeles 3rd Street Specific Plan will:

- Bring energy, growth, and economic vitality
- Build a cohesive community and walkable neighborhood
- Reconnect the historic community of East Los Angeles

Through a collaborative planning effort and pedestrian supportive development, the Specific Plan area will be a safe, family-friendly, and economically vibrant community that recognizes East Los Angeles' unique identity and character.



Existing Conditions on 3rd Street with lack of shade for pedestrians



Conceptually proposed transformation on 3rd Street with shade trees and restored sidewalk and curb


Conceptually proposed building development on 3rd Street with activated sidewalk and building placement

3RD STREET VISION AND TRANSFORMATION

Major change is expected around the Gold Line stations of Indiana, Maravilla, Civic Center, and Atlantic. Third Street station areas will be encouraged into "transit centers" with vibrant mixed-use buildings containing retail shops, restaurants, or offices that support both the community and will serve as a destination for visitors and commuters. A variety of housing types will be promoted near stations to accommodate residents of different ages, incomes, and household sizes. Plazas, outdoor dining, and public art will help to create attractive, distinctive, and vibrant places. The 3rd Street vision and transformation plan includes the following four transit station areas.

- Indiana Station Area
- 3rd Street between the freeways
- Maravilla and Civic Center Station Areas
- Atlantic Station Area

FIGURE INT.C - PLAN FRAMEWORK

Specific Plan Boundary

Metro Gold Line Station

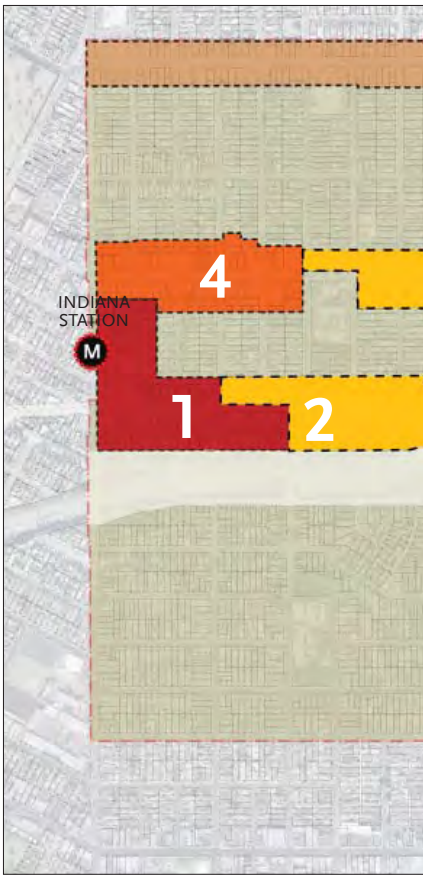


Figure INT.C identifies the objectives for areas within the Specific Plan area. Accordingly, this figure informs the goals and policies, implementation measures and development regulations that will implement the plan over its 20-year planning horizon. This framework influences the strategy for revitalization in terms of scale and distribution of buildings, uses, transit, services, open space and other amenities throughout each neighborhood, district, and corridor in the plan area. The framework for each of the areas is discussed below:

1. TOD

a. Establish Indiana Station and Atlantic Station as western and eastern gateways

b. Introduce mixed-use buildings that provide a range of goods, services, housing, and employment opportunities

c. Provide a context-sensitive parking strategy to maximizing on-street parking, shared parking, and recognize non-motorized travel

d. Enhance retail viability, walkability and safety on 3rd Street with an improved streetscape and open space strategy

2. Neighborhood Center

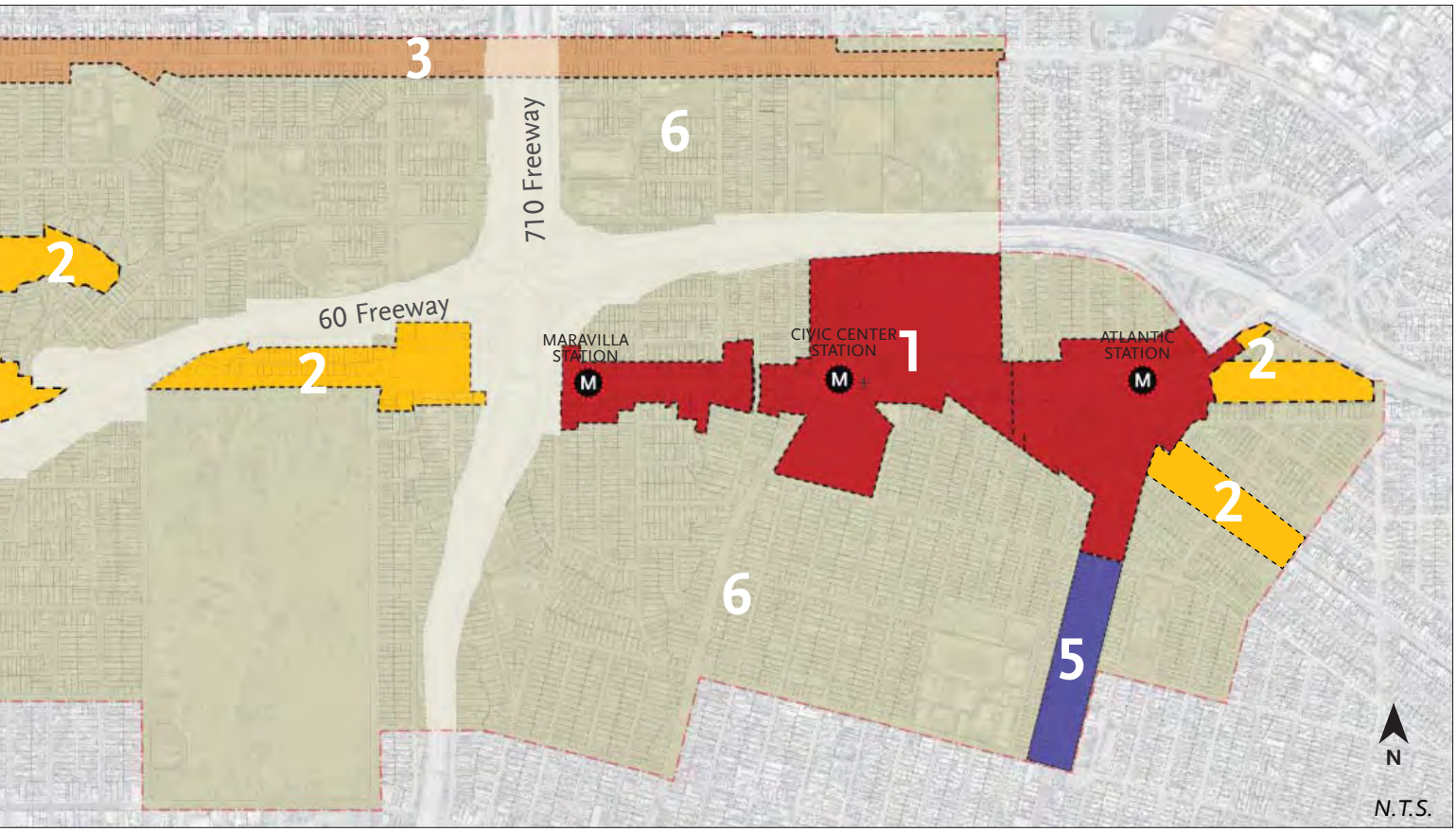
a. Maximize shallow parcels with appropriate mixed-use buildings that will provide valuable ground floor retail space or business suites along with upper floor apartments or condominiums

b. Establish a safer pedestrian and bicycle network for north-south travel between the neighborhoods in and out of East Los Angeles

c. Enable suitably-scaled infill development to reinforce the existing scale and historic resources

d. Enable corridor development that is compatible and consistent with the scale and character of adjacent neighborhoods

e. Provide varied housing options and resident-oriented service amenities



3. Cesar E. Chavez

a. Reinforce the urban character of Cesar E. Chavez Avenue west and east of the 710 freeway

b. Introduce mixed-use buildings that provide a range of goods, services, housing, and employment opportunities

c. Maximize active, ground floor commercial frontages

d. Enable suitably-scaled infill development to reinforce an average two- to three-story scale and historic resources

e. Provide a context-sensitive parking strategy to maximize on-street parking, shared parking, and recognize non-motorized travel

f. Enhance retail viability, walkability and safety with an improved streetscape

4. 1st Street

a. Establish 1st Street as the dominant "Main Street" within the planning area, providing a strong destination for local-serving shops and restaurants, and a safe and pleasant environment for shoppers

b. Expand retail and restaurant activity later into the evening

c. Enable suitably-scaled infill development to reinforce an average two-story scale and historic resources

d. Provide a context-sensitive parking strategy to maximize on-street parking, shared parking, and recognize non-motorized travel

e. Enhance retail viability, walkability and safety with an improved streetscape

5. Atlantic

a. Establish a unique pattern of development that will reinforce the pedestrian character of this district and create a distinctly urban setting that will appeal to a wide variety of retailers, employers, and shoppers

b. Reinforce the commercial fabric of Atlantic Boulevard, providing parking and services in the rear

c. Provide alternative high value uses and restore balance between residential and neighborhood-compatible industrial activity

d. Maximize active, ground floor commercial frontage

e. Enhance retail viability, walkability and safety on Atlantic Boulevard with an improved streetscape

6. Low Medium Residential

a. Preserve the scale and character of the existing neighborhood

b. Restore balance between residential and neighborhood-compatible industrial activity

c. Work with the school district to encourage improvement and increase access to school open space

d. Address non-conforming uses and the ability to transition or remain

e. Enhance retail viability, walkability and safety with an improved streetscape and open space strategy

Indiana Station Area

Existing Conditions

The Indiana station and vicinity are characterized by relatively low-intensity buildings, 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 commuter parking lot operated by Metro. Immediately across from the Indiana Station are residential lots with generally one-story structures and is virtually void of landscaping.

Vision

The Indiana Station (Figure Int.D) is an important gateway to East Los Angeles and is reinforced through the introduction of mixed-use, transit-oriented and pedestrian-supportive development along 1st Street, Indiana Street, and Alma Avenue. The Indiana Station will have a strong visual identity and functional cohesion. Parking lots will be located behind or beneath buildings and, when visible from the public realm, will be designed as plazas with the pedestrian in mind (with unit pavers and shade trees), rather than paved land simply to store vehicles. Despite the close proximity to vehicular movement, open spaces and plazas in the station vicinity will be developed and designed as comfortable, vibrant places for people to congregate and enjoy.

Specific Plan Strategy

The Specific Plan accommodates urban, mixed-use building types along 1st Street and Indiana Street to reinforce the "Main Street" character. Over time, the parcels between Indiana Street and Alma Avenue, just to the east of the station, will 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 will be residential in character, while the portion facing the station will be more commercial in character. Mixed use building of up to three stories in height will provide a variety of quality housing, commercial, and employment opportunities. Larger block buildings exhibit courtyard setbacks for outdoor dining, landscaping, or other amenities. Parking is located



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.



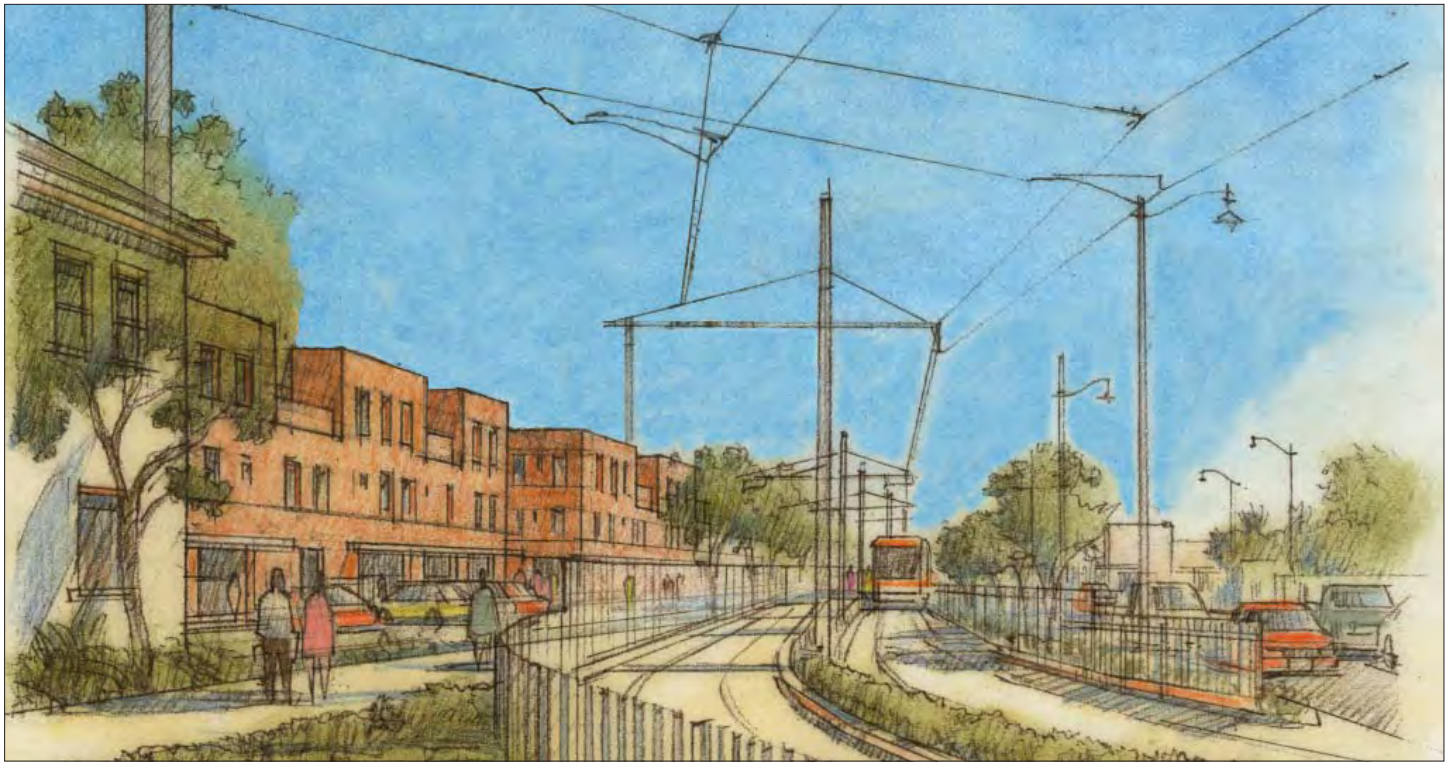
FIGURE INT.D - INDIANA STATION AREA VISION

- **A** Existing Gold Line Indiana Station
- **B** Existing Ramona High School
- **C** Example of multi-story high density infill at Indiana Station
- **D** Example of mixed-use buildings fronting 1st Street
- **E** Example of mixed-use/office infill
- **F** Example of mixed-use infill with parking in rear
- **G** Example of multi-story mixed-use infill
- **H** Example of mixed-use mixed-use fronting Indiana Street

behind buildings or in subterranean garages, and is not visible to the public realm. 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.

Transforming the Indiana Station area will:

- Establish a community gateway.
- Create a "transit center" destination that evokes a unique sense of place, celebrates local diversity and attracts private investment.
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual illustration of mixed-use building over parking at the Gold Line Indiana Station

CONCEPTUAL EXAMPLES OF INDIANA STATION AREA VISION



The Gold Line passes a mixed-use, pedestrian-friendly neighborhood center



Small retail shops and residences face the street and hide parking



A busy plaza accommodates pedestrians and the light rail train



A plaza provides comfortable places to sit

3rd Street between the Freeways

Existing Conditions

This segment of 3rd Street is generally 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 a consistent streetscape, contains vacant parcels and underutilized buildings, and has narrow sidewalks located immediately adjacent to the vehicular pavement. Both residential and commercial buildings are present. There are also two freeway overpasses with limited nighttime lighting, which presents in an unwelcoming pedestrian passageway.

Vision

This portion of 3rd Street Figure INT.E will be transformed with streetscape improvements, including a walking and jogging path that circumnavigates Calvary Cemetery. Along 3rd Street, safer sidewalks and attractive landscaping create a more inviting and welcoming walking environment, especially for people attending churches, visiting Calvary Cemetery, or using the proposed walking trail around the cemetery's outer perimeter. The walking experience under the freeway overpasses will be improved. Downey Road will be more pedestrian- and bike-friendly, creating better north and south community connections.

Specific Plan Strategy

The Specific Plan will accommodate mixed use buildings in this segment of 3rd Street. Downey Road will become more pedestrian-friendly and bicycle-friendly with the cemetery jogging path and bicycle lanes, creating more inviting connections to the north and south. On 3rd Street and underneath freeway overpasses, safer sidewalks and a new attractive streetscape will be introduced on both sides of the street, generating a more inviting experience.



Transforming this segment of 3rd Street will:

- Enhance the segment as a walkable link between Indiana Station and Maravilla Station, as well as to neighborhoods to the north and south
- Provide opportunities for public art installations underneath freeway overpasses
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



FIGURE INT.E - ILLUSTRATIVE PLAN - 3RD STREET BETWEEN THE FREEWAYS AREA VISION

A Example of courtyard housing infill

B Example of office infill

This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

Maravilla Station and Civic Center Station Areas

Existing Conditions

Near Maravilla station is the iconic original Taco King restaurant, as well as older residential structures of generally one-story with minimal setbacks from the street. There are some street trees present. In the vicinity, are underutilized parcels, including parking lots, vacant properties, and undercapitalized commercial buildings. Near the Civic Center station is Garfield High School with a sports field and associated recreation facilities on the south side. To the north of the station are Belvedere Park, the Edward R. Roybal comprehensive health center, and the County civic center facility with a field office, library, sheriff, and county courthouse. Surrounding areas incorporate a wide range of streetscaping, from trees to shrubs. This section of 3rd Street exhibits a stronger sense of identity and definition than the other station areas with an artistic mural, geometric building painting, and the station itself combining to create a bright, accessible environment.

Vision

The Maravilla and Civic Center station area (Figure INT.F) will be transformed through the gradual infill and redevelopment of underutilized parcels into a vibrant, urban, mixed-use environment. It will serve as a distinctive, prideful place for residents and a destination for visitors and employees, and a focal point for community gathering and civic activities. The areas around the stations will provide a variety of quality housing and commercial opportunities, with an expanded employment market.

Specific Plan Strategy

Mixed-use buildings, housing, and commercial buildings will be introduced on 3rd Street's various underutilized sites, particularly on the vacant parcels that exist on both the north and south sides of this segment and in undercapitalized commercial buildings. Larger block buildings provide courtyard setbacks for outdoor dining, landscaping, or other amenities. New buildings, up to three stories in height, will face the street with appropriate frontages and parking is located on the rear of the lot or hidden from the public realm views.



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

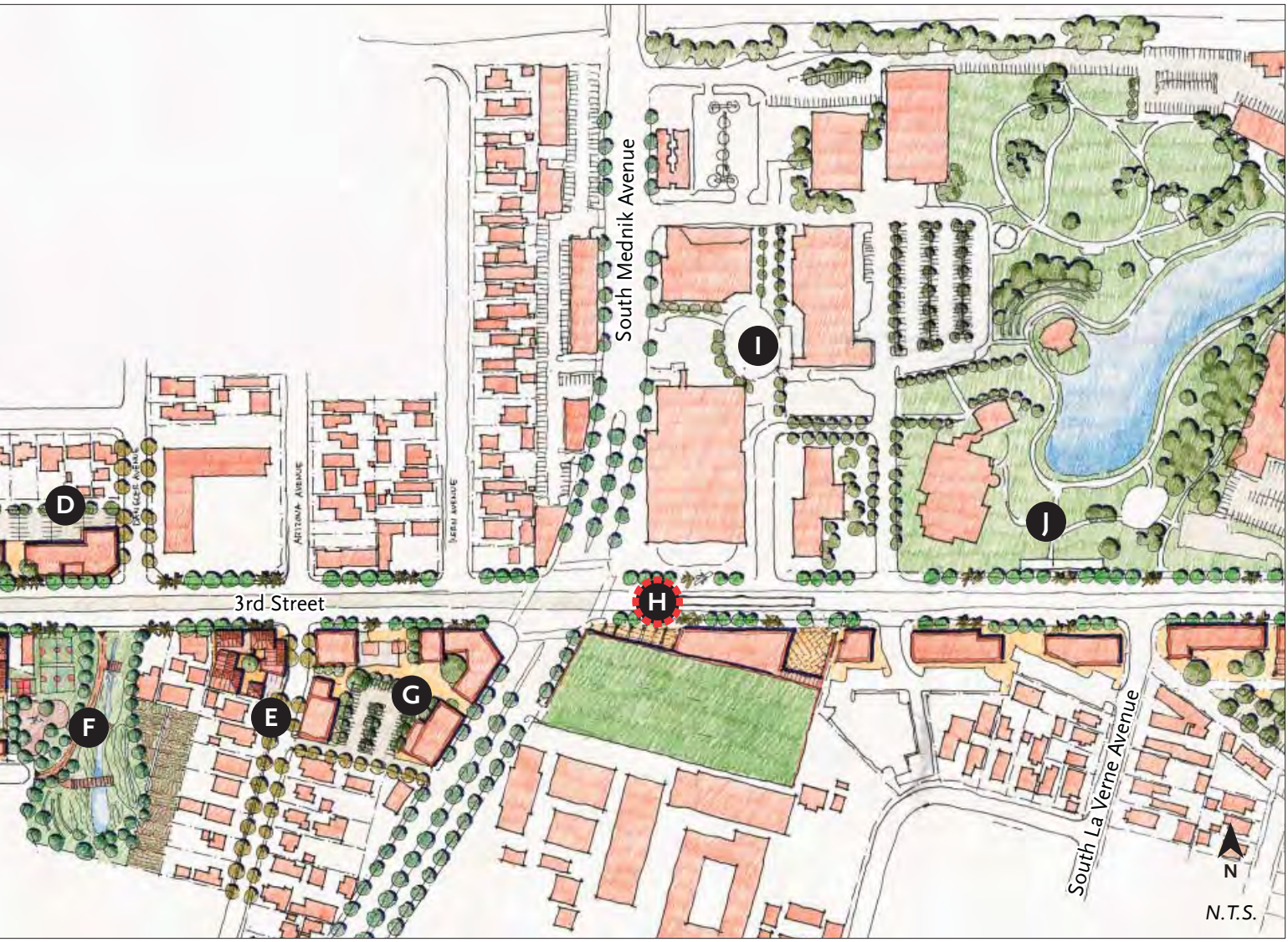


FIGURE INT.F - MARAVILLA AND CIVIC CENTER STATION AREA VISION

- **A** Gold Line Maravilla Station platform
- **B** Example of mixed-use lined public parking garage
- **C** Example of public plaza and mixed-use infill
- **D** Example of office infill with parking in rear
- **E** Example of courtyard housing
- **F** Example of park
- **G** Example of large mixed-use infill with shared surface parking
- **H** Gold Line Civic Center Station platform
- **I** Existing East Los Angeles Civic Center, including the Public Library
- **J** Existing Civic Center Park

Transforming the Maravilla and Civic Center Station areas will:

- Create a "transit center" destination that evokes a unique sense of place, celebrates local diversity, and attracts private investment
- Strengthen the Civic Center area as a major employment center and community gathering place
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual Illustration of a Parking garage with liner at Maravilla Station

CONCEPTUAL EXAMPLES OF MARAVILLA AND CIVIC CENTER STATION AREA VISION



A large plaza surrounded by restaurants accommodates civic events



A parking garage with retail uses lining the ground floor



A pedestrian-oriented light rail station



Lined garage with shop fronts and street access to parking

Atlantic Station Area

Existing Conditions

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. A majority of the surrounding area around the station is used for surface parking lots. There is a wide range of streetscaping, from tall palm trees to flowering trees and shrubs.

Vision

Similar to the other station areas along 3rd Street (Figure INT.G), the Atlantic Station area will be transformed into a mixed-use, pedestrian friendly transit-oriented environment through the gradual infill of its underutilized parcels. Parcels currently occupied by one-story commercial buildings and parking lots will be redeveloped at a higher intensity. Large parcels will accommodate larger footprint buildings. Pedestrian passage ways and smaller plazas will connect parking areas to the street and provide convenient circulation for shoppers, increase the visibility of shops to motorists, and provide buildings that are in scale and character of the corridor.

Specific Plan Strategy

The Specific Plan will accommodate a variety of building types. More intense buildings will introduced near the station (taller mixed-use buildings with retail ground floors); less intense types are located near residential neighborhoods (lower height court buildings and row houses). This will provide a suitable transition between the higher intensity station-area development and the adjacent residential areas. Mixed-use building up to three stores in height will provide a variety of quality housing, commercial, and employment opportunities. Larger block buildings provide courtyard setbacks for outdoor dining, landscaping, or other amenities. Parking is located behind buildings or in subterranean garages, and is not visible to the public realm.



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.



FIGURE INT.G - ILLUSTRATIVE PLAN - ATLANTIC STATION AREA VISION

- **A** Gold Line Civic Center Station platform
- **B** Opportunity site for mixed-use infill
- **C** Mixed-use infill and new street alignment with shared surface parking
- **D** Gold Line Atlantic Station platform
- **E** Courtyard housing infill opportunity site
- **F** New MTA-funded Park-Once garage
- **G** Mixed-use infill fronting 3rd, Atlantic, and Beverly, over subterranean garage
- **H** Rowhouses and/or live-work fronting a proposed park
- **I** Two-story mixed-use infill with parking in rear

Transforming the Atlantic Station area will:

- Establish a community gateway
- Create a "transit center" destination that evokes a unique sense of place, celebrates local diversity and attracts private investment
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual three-story mixed-use buildings and a public plaza front 3rd Street and Atlantic Station

CONCEPTUAL EXAMPLES OF ATLANTIC STATION AREA VISION



Mixed-use building with ground floor retail and upper floor office uses



A pedestrian passage provides access from street to center of block



Mixed-use buildings flanking a light rail station



Mixed use buildings with housing and/or offices above retail



Two-story mixed-use buildings front Atlantic Boulevard and 3rd Street

CORRIDORS VISION AND TRANSFORMATION

Moderate change is expected along 1st Street, Cesar E. Chavez Avenue, and Atlantic and Beverly Boulevards. These corridors will facilitate complimentary mixed-use buildings with neighborhood-supporting retail, restaurants, and offices, including a range of housing types for a diverse population. Compatible infill will complement and be compatible with adjoining residential neighborhoods. The vision for the following corridors is discussed below:

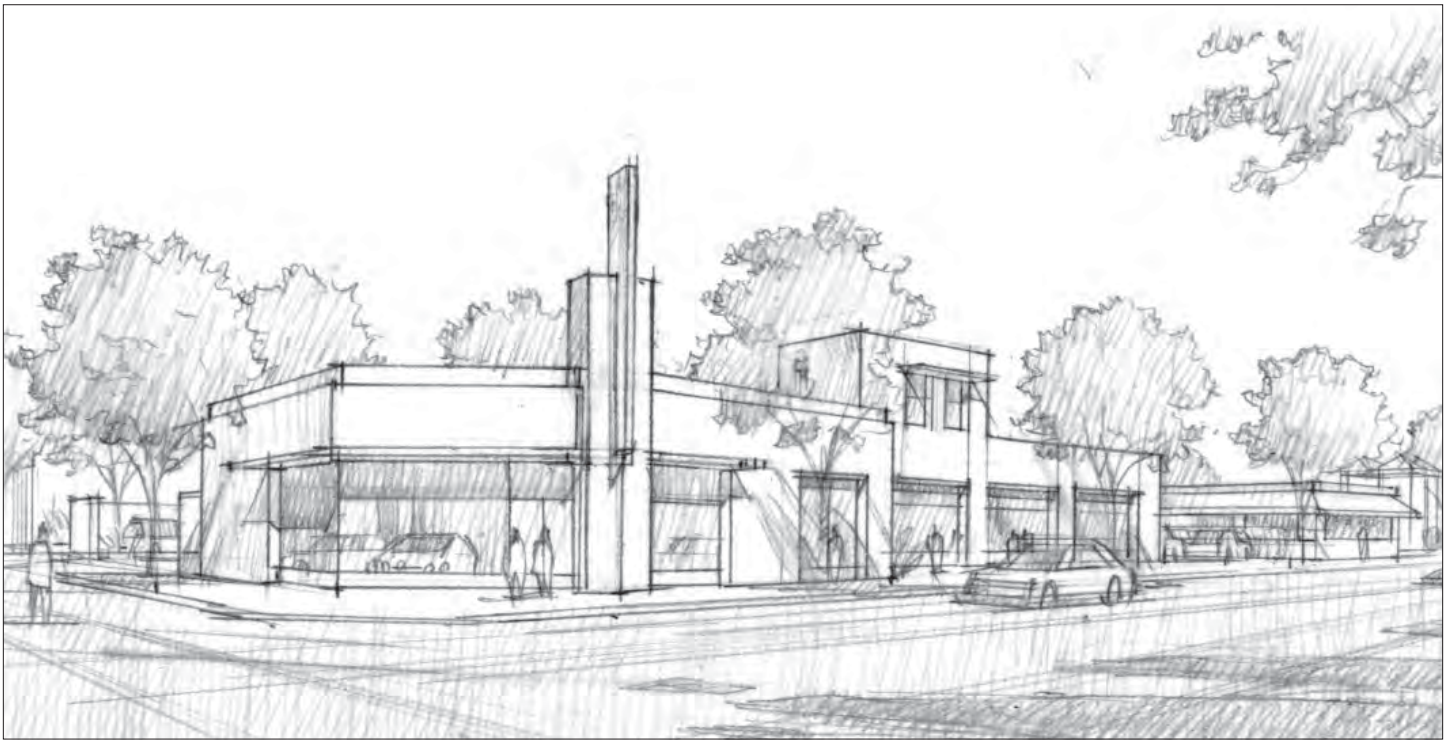
- Atlantic Boulevard
- 1st Street "Main Street"
- Cesar E. Chavez Avenue West
- Cesar E. Chavez Avenue East

Atlantic Boulevard

Existing Conditions
Atlantic Boulevard is currently the least pedestrian-oriented section of the project area and has experienced declining private investment. The area is characterized with more auto-oriented businesses and a concentration of under-capitalized commercial properties. In the Pomona Boulevard segment, there are a number of notable mid-century commercial buildings, including the Pep Boys auto parts store.

Vision
As a major thoroughfare from Pasadena to the Pacific Ocean and the Port of Long Beach, Atlantic Boulevard is and will likely remain primarily oriented for the automobile. However, as Atlantic Boulevard traverses the Atlantic Station area, it should be framed by a mixture of one, two, and three-story buildings. Parking lots will be located behind and beside buildings, rather than front the street. This pattern of development will reinforce the pedestrian character of this station area and create a distinctly urban setting that will appeal to a wide variety of retailers, employers, and shoppers.

Specific Plan Strategy
The Plan will accommodate attractive new buildings, located at the front of the lot, to define the edge of the street and create an attractive and comfortable place to walk. Parking will 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 will be minimized, so that buildings are



Commercial buildings front Atlantic Boulevard and provide parking and services in the rear

spaced as close to one other as practical. Primary and secondary vehicular access will be provided from the alley, dispersing departing vehicles onto the side streets which have lower traffic volumes and speeds than Atlantic Boulevard.

Transforming South Atlantic Avenue will:

- Improve the streetscape and landscaping with the placement of new buildings closer to the sidewalk
- Strengthen the commercial fabric of Atlantic Boulevard without disrupting the pedestrian network
- Reinforce multi-modal connections between along Atlantic Boulevard and the Atlantic Station

CONCEPTUAL EXAMPLES OF ATLANTIC BOULEVARD VISION



One-story buildings adjacent to sidewalk with parking in between and screened from view



A wide street is mitigated by multi-story buildings built to the sidewalk with large canopy trees for shade and traffic calming



Proposed massing of Atlantic Boulevard increases building frontages while reducing parking on the front of lots

1st Street "Main Street"

1st Street will accommodate local-serving shops and restaurants, and provide a safe and pleasant environment for shoppers. The corridor will be developed with local-serving retail buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear.

Existing Conditions

The 1st Street corridor accommodates local-serving retail shops, restaurants, and services along between Indiana Street to Rowan Avenue. The corridor is primarily developed with buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear of the building. There is some strip-mall-style development which disrupts the historic building line and creates and inconsistent urban fabric. 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 available in this segment of 1st Street.

Vision

1st Street's "Main Street" role is reinforced and enhanced through preservation of historic structures, modest increases in allowed commercial and residential intensities, and streetscape improvements.

Specific Plan Strategy

The Specific Plan will accommodate new infill buildings that reinforce the historic shop-front pattern. Parking will 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 will be hidden behind 1st Street-facing shops.



Conceptual two- and three-story buildings

Transforming 1st Street will achieve:

- Continuous retail and restaurant ground floor provides neighborhood-serving uses within walking distance of surrounding residential neighborhoods.
- Sensitive infill, repair, and restoration reinforce community character
- Improved streetscapes and frontages

CONCEPTUAL EXAMPLES OF 1ST STREET VISION



Three-story mixed-use buildings



Diagonal on-street parking placed directly in front of retail stores, offices, and residences



Conceptual massing of 1st Street with two- and three-stories of housing over retail and office uses, with parking placed in the rear

Cesar E. Chavez Avenue West (West of I-710)

Existing Conditions

This segment is developed commercial buildings that exhibit a historical development pattern, strip-mall style buildings, and intermittent single-family and multi-family residential housing units. This creates an inconsistent visual fabric which lacks definition and cohesion. Generally, the building heights are one story with no setback from the street, except at the residential locations. Parking is in front of and behind buildings. This development pattern is still present along much of its length. Parcels along this segment of Cesar E. Chavez Avenue are relatively deep and are, west of Rowan Avenue, served by alleys. This offers the opportunity for mixed-use infill development on a larger scale than is practical along 1st Street or along Cesar E. Chavez, east of the Long Beach Freeway.

Vision

Cesar E. Chavez West will be revitalized with sensitive infill that reinforces the historic urban character of this corridor. The scale of building massing will be similar to the scale of the existing historic buildings in this corridor. Larger buildings will be designed to minimize bulk, with upper floors set back from lower floors. Parking will be located behind the building and accessed from the alley, when present. Sidewalks will be lively with storefronts, sidewalk dining, street trees, lighting, and street furniture.

Specific Plan Strategy

The Plan will accommodate commercial and mixed-use buildings that are placed at or near the right-of-way, and are accessed directly from the sidewalk. The scale of the individual building masses will be similar to the scale of the existing historic buildings along the street, with large buildings being broken down into smaller building volumes. Parking will be located behind the building and accessed from the alley, when present. Sidewalks will be enlivened with storefronts, sidewalk dining, new streets trees, lighting, and street furniture.



Two- and three-story infill buildings fronting Cesar E. Chavez Avenue west, with housing and/or office uses above retail.

Transforming Cesar E. Chavez Avenue West area will:

- Create a destination that evokes a unique sense of place, celebrates local diversity and attracts private investment. Foster economic development with vibrant commercial and retail uses.
- Stabilize and enhance the corridor and adjacent neighborhoods.
- Increase variety of housing choices in the vicinity.
- Improve landscaping, streetscapes and frontages, and the public realm.

CONCEPTUAL EXAMPLES OF CESAR E. CHAVEZ WEST VISION



Mixed-use buildings with storefronts and shade trees



Active storefronts, wide sidewalks, landscape, and on-street parking



Proposed massing of two- and three-story buildings fronting Cesar E. Chavez

Cesar E. Chavez Avenue East (East of I-710)

Existing Conditions

The eastern section of Cesar E. 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 A number of shallow lots in the easterly portion of Cesar Chavez are not served by alleys and pedestrians experience a longer walking distance from the Gold Line station.

Vision

Like Cesar E. Chavez West, the historic and walkable neighborhood character of Cesar E. Chavez East will be preserved and enhanced. New buildings will be urban in character, designed with site planning and massing that fits into the existing East Los Angeles context. Typical infill building types include the courtyard building, comprised primarily of housing units with small retail or live-work spaces fronting Cesar E. Chavez Avenue. One-story commercial buildings and two-story mixed-use buildings provide appropriate infill opportunities. Parking will be located beneath the residential units, located in the rear of the lot, or otherwise screened and obscured from view. Short-term customer and visitor parking will be located on the street.

Specific Plan Strategy

The Specific Plan will accommodate new buildings that are built up to the street right-of-way, rather than being located behind street-facing parking lots. Typical infill building types will include courtyard buildings comprised primarily of housing units with small retail or live-work spaced fronting Cesar E. Chavez Avenue; simple one-story commercial buildings; and two-story mixed-use buildings. Parking will be located beneath the residences and/or on the rear of the lot with customer and visitor parking located on the street.



Two-story mixed-use infill building fronting Cesar E. Chavez Avenue east with housing and/or office above retail

Transforming the Cesar E. Chavez Avenue East area will:

- Stabilize and enhance the corridor and adjacent neighborhoods.
- Reinforce the historic character through sensitive infill development.
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

CONCEPTUAL EXAMPLES OF CESAR E. CHAVEZ EAST VISION



Two-story mixed-use building with offices or housing above



Appropriately-scaled one-story retail



Proposed massing of one- and two-story mixed-use buildings

MAINTAIN THE RESIDENTIAL CORE

Low- to medium-density residential is distributed throughout the residential core of the plan area. Restricting mixed-use and multi-family redevelopment to parcels located along the corridors will preserve the historic character of the community's residential core. Redevelopment of the corridors will be compatible with single-family residences and reflect the lower building heights within the residential core.

Existing Conditions

The residential core of the plan area primarily consists of housing constructed from the 1910s to the 1950s. The housing stock is mainly single-family and two-family residences with some multi-family apartment buildings. Building heights generally range from one to two stories. Architectural styles range from 1920s Revival styles including Spanish, Tudor and Storybook; in addition to Craftsman, and pre- and postwar 1930s-50s minimal traditional housing. The historical integrity of much of the housing stock is compromised due to of the addition of non-original stucco, vinyl or other siding, and replacement of original windows and doors. A number of originally-constructed single-family houses have been subdivided and are currently multi-family, and some deep-set parcels have two units on a single lot. Interspersed within in the residential core are churches, neighborhood markets, and schools.

Vision

The residential core will be maintained and preserved. The scale and building massing of new construction will be similar to the existing historic character of one to two story residences. Parking will be located within garages and accessed from the alley, when present. Landscaped yards, front porches, and tree-lined streets contribute to a safe and family-friendly neighborhood.

Specific Plan

The Plan will maintain existing land uses and densities in order to preserve the low- to medium-density character of the residential core. The building types allowed will be consistent with single-family and two-family residences, front porches, and landscaped yards. Existing maximum building heights will be maintained in both the residential core and the mixed-use corridors to further preserve the character. Chapter 2, Public Realm, provides a proposed street tree plan to improve shade and comfort, and identifies opportunities for additional open space. Chapter 3, Mobility, provides guidelines for streetscape improvements and identifies conceptual road diet opportunities. Chapter 4, Historic Preservation, provides objectives for protecting and preserving historic buildings.



Example of existing pre-war housing



Example of existing post-war housing



Example of Tree lined residential street

Chapter 1 GOALS AND POLICIES



GOALS AND POLICIES

This section describes Specific Plan goal and polices which are the outcome of the community planning principles and community vision. By collaborating with the residential and business community and government agencies, the goals and policies included in this section will be implemented to achieve the desired development and long-term vision for the community.

Goals identify the physical, economic, and social outcomes that the community wishes to achieve.

Polices establish a basic course of action for decision-makers to follow that will accomplish the community's desired goals.

The Specific Plan's six major goals are derived from comments received during public outreach, charettes, and workshops. For each goal, the applicable community planning principles are identified. The goals and policies are intended to preserve the community's unique sense of place, while building upon and improving the area's economic base to attract businesses.

Major Goals

1. Enhance and preserve East Los Angeles' distinctive community character
2. Economic vitality and jobs
3. Provide a range of housing
4. Activate the public realm
5. Improve mobility and transportation choices
6. A sustainable community

Goal 1. Enhance and preserve East Los Angeles' distinctive community character

Preserve the community's unique sense of place by requiring high standards of architecture, good urban design, and ample landscaping in order that new development complements historic architecture and the cultural richness of our community.

Community Planning Principles Supported:
- Community pride and culture
- Improve development standards and establish a new form-based code
- Increase jobs and stimulate the local economy

Policy 1a. Enhance, preserve, and celebrate East Los Angeles' historic and cultural resources.

Policy 1b. New development and redevelopment shall be consistent with the intent of this Specific Plan and the Development Code.

Policy 1c. Provide a mix of land uses along the corridors of 3rd Street, 1st Street, Atlantic Boulevard, Beverly Boulevard, and Cesar E. Chavez Avenue. Buildings should accommodate retail businesses, services, or restaurants, and other similar active uses on the ground floor. Buildings contain a vertical, horizontal or combination of residential and non-residential uses.

Policy 1d. Preserve the density of the residential neighborhoods.

Policy 1e. Require private development and public improvements to facilitate coherent, compatible, attractive, and well-designed mixed-use corridors and neighborhoods in the Specific Plan area.

Policy 1f. Require new signs to be high quality, appropriately scaled for the building type, and pedestrian-oriented as required by the Development Code.

Policy 1g. Encourage the integration of public art in private and public development.

Goal 2. Economic vitality and jobs

Establish the Specific Plan area as a preferred place to work, live, play, and visit. Ensure the future economic stability of East Los Angeles by providing an active labor force, successful retailing, and high value employment

opportunities.

Community Planning Principles Supported:
- Improve development standards and establish a new form-based code
- Increase jobs and stimulate the local economy
- Increase quality retail and services

Policy 2a. Activate the Specific Plan area by fostering a complementary variety of commercial, residential, and institutional uses.

Policy 2b. Stimulate and diversify the Specific Plan area's economic base and create high value employment opportunities.

Policy 2c. Partner with the business community, property owners, and residents to share responsibility for implementing this Specific Plan and achieving its goals.

Policy 2d. Encourage a complementary mix of national brand and local merchant businesses.

Policy 2e. Efficiently manage the supply and demand for parking to accommodate customer, commuter, and resident parking requirements.

Goal 3. Provide a range of housing

Provide quality housing for a diverse range of income levels. Encourage compatible infill development that preserves the historic character of existing residential neighborhoods while promoting redevelopment.

Community Planning Principles Supported
- Improve development standards and establish a new form-based code
- Improve and facilitate additional housing
- Balance mobility and improve access to public transit

Policy 3a. Facilitate the development of a mixture of housing types that meet the diverse needs of the community.

Policy 3b. Expand housing opportunities by redeveloping underutilized and vacant parcels.

Policy 3c. Enhance the historic and cultural character of the community by ensuring that new development and renovations display high standards of architecture, urban design and landscaping.

Policy 3d. Focus higher density housing near transit stations in mixed-use buildings and maintain existing densities in the residential neighborhoods.

Goal 4. Activate the public realm

Maintain and enhance public places such as streetscapes, parks, plazas, recreational places, and open spaces. Encourage development that activates the public realm and enhances the pedestrian experience.

Community Planning Principles Supported
- Improve development standards and establish a new form-based code
- Enhance pedestrian comfort and safety
- Improve access to recreational facilities and open space

Policy 4a. Enhance the public realm through careful placement and design of street trees, bicycle lanes, and road diets.

Policy 4b. Establish and maintain enhanced, interconnected green streets with street trees.

Policy 4c. Establish attractive community gateways, including at Indiana and 3rd Streets, and at Atlantic Boulevard and 3rd Street.

Policy 4d. Encourage outdoor dining and seating areas and other pedestrian-friendly uses in mixed-use buildings.

Policy 4e. Improve access to recreational amenities and encourage the shared use of existing public facilities.

Goal 5. Improve mobility and transportation choices

Promote a convenient and integrated transportation system that efficiently and effectively serves the community to make East Los Angeles a place where people choose to walk, bike, or ride public transit, rather than drive a car.

Community Planning Principles Supported
- Balance mobility and improve access to public transit

- Enhance pedestrian comfort and safety

Policy 5a. Provide access to and within East Los Angeles through a range of transportation options, emphasizing walking, bikes, rail, and buses.

Policy 5b. While promoting alternative transportation modes, maintain adequate vehicle movement for commercial use and public safety.

Goal 6. A sustainable community

Ensure public health, safety and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

Community Planning Principles Supported
- Community pride and culture
- Enhance pedestrian comfort and safety
- Improve access to recreational facilities and open space

Policy 6a. Improve and maintain the community tree canopy, open spaces, landscaping, and green streets.

Policy 6b. Require new development to employ best anagement practices to improve the quality of urban storm water runoff and groundwater recharge.

Policy 6c. Provide adequate public facilities and services to serve new development and maintain current services.

Chapter 2 PUBLIC REALM



2 PUBLIC REALM

This chapter identifies existing conditions and recommendations for change in the public realm, including green streets, street tree plan, and park and open space opportunities. The plan recommendations in this chapter are conceptual. When the County considers such improvements, these recommendations will be further evaluated and supplemented on a case-by-case basis. Through the ongoing implementation of the Specific Plan, the County will continue to evaluate these elements in the plan area, thereby providing an engaging public realm to attract visitors, residents and businesses



Chinese Cemetery



Soccer at Belvedere Park

SUMMARY OF EXISTING CONDITIONS

Parks and Open Space

- Three parks exist in the plan area: Belvedere Park (north), Belvedere Park (south) and Obregon Park. Salazar Park and Atlantic Boulevard Park are located just outside the boundaries of the project area.
- Historically, Belvedere Park was one park, but was divided when the freeway system was constructed through East Los Angeles in the 1960s.
- There is a shortage of park space of all types within the project boundaries.
- Existing park spaces covers 50.1 acres of land.
- Many residential lots are covered with multiple structures which have eliminated private open space.
- A major concern of residents is lack of park space and difficulty accessing existing parks.
- Belvedere Park is classified as a Community Regional Park and it consists of 39.1 acres.
- Obregon Park is a Local Park and it consists of 11 acres.

Cemeteries

- There are three cemeteries within the plan area: The Chinese Cemetery, the Serbian Cemetery, and Calvary Cemetery.
- These cemeteries cover approximately 147 acres.

Schools

- There are 14 public schools in the study area.

Elementary Schools	Address	Approximate Acres	Students
Rowan Ave Elementary School	600 South Rowan Avenue, Los Angeles, CA 90023	5.9	1500
Belvedere Elementary School	3724 East 1st Street, Los Angeles, CA 90063	4.8	1017
Marianna Ave Elementary School	4215 Gleason Street, Los Angeles, CA 90063	3.6	466
Brooklyn Ave Elementary School	4620 East Cesar E. Chavez Avenue, Los Angeles, CA 90022	2	532
Morris K Hamasaki Elementary	4865 East 1st Street, Los Angeles, CA 90022	3	424
Fourth Street Elementary School	420 Amalia Avenue, Los Angeles, CA 90022	4.5	734
Humphreys Ave Elementary School	500 South Humphreys Avenue, Los Angeles, CA 90022	4.9	836
Middle Schools			
Belevedere Middle School	312 North Record Avenue, Los Angeles, CA 90063	11.2	2,343
David Wark Griffith Middle School	4765 East 4th St, Los Angeles, CA 90022	12.9	1,915
High Schools			
Esteban E. Torres High School	4211 Dozier Street, Los Angeles, CA 90063	N/A	N/A
Ramona Opportunity High School	231 South Alma Avenue, Los Angeles, CA 90063	1.6	128
Garfield High School	5101 East 6th St, Los Angeles, CA 90022	19	4,603
Monterey Senior High School	466 Fraser Avenue, Los Angeles, CA 90022	1.5	65
K12 Schools			
9 Alphonso Perez Special Ed Center - K12	4540 Michigan Avenue, Los Angeles, CA 90022	7.7	450
Private & out of TOD Area Schools			
Stevenson Middle School	725 South Indiana Street, Los Angeles, CA 90023	13.8	2,610
Our Lady of Guadalupe Schools - K8	436 North Hazard Ave, Los Angeles, CA 90063	2.6	216
Hammel Street Elementary School	438 North Brannick Avenue, Los Angeles, CA 90063	4.6	879
Robert Hill Lane Elementary	1500 Avenida Cesar Chavez, Monterey Park, CA 91754	3.8	450
East Los Angeles College	1301 Avenida Cesar Chavez, Monterey Park, CA 91754	N/A	N/A
4th Street Primary Center	469 Amalia Avenue, Los Angeles, CA 90022	N/A	N/A

Circulation

- East Los Angeles is bisected by the Pomona (60) and Long Beach (710) Freeways, which have disrupted the traditional, interconnected grid street network. Many through streets have been transformed into dead-end streets.
- The existing street network is comprised of wide streets, narrow sidewalks, and sparse and inconsistent street tree plantings. Designed more for automobiles than pedestrians, these streets facilitate vehicular speeding.
- A major concern of residents is high vehicular speeds on most streets.

Landscape

- Existing freeway edges are sparsely planted and do not provide adequate buffers.
- Existing parks have mature trees but the majority of the park space is not shaded.
- Street trees are sparse and randomly planted.
- Many street trees were eliminated and not replanted when the roads were widened.



Playground at Belvedere Park



Freeway Overpass



Street trees are sparse and inconsistent

PUBLIC REALM VISION AND PLAN

One of the most important components of place-making is a unified urban design that employs buildings and landscaping that defines, animates, and engages the pedestrian and other non-motorized travel. Places such as streets, sidewalks, parks, plazas and squares are linked to each other and to the larger community. This interconnected pattern creates a range of valuable venues that accommodate a full spectrum of urban, commercial, and family-oriented activities.

Streets should be designed for everyone, including bicyclists, pedestrians, and motorists. Tree-shaded, pedestrian-friendly streets, are enjoyable for residents and visitors, are conducive to neighborly interaction, and lead to higher levels of bicycling and walking. Successful and well-designed streets are easy to navigate and are made memorable by the buildings, street trees, and streetscape that line them. Other important components of successful streets include:

Green Streets

In addition to accommodating the needs of pedestrians, motorists, and bicyclists, Green Streets components should 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
- Integrated lighting and way finding signs
- Sustainable storm water treatment strategies

Continuous and Comfortable Sidewalk

- Provide sidewalks that are continuous and wide in order to reinforce the urban character and facilitate safe walking.
- Provide well-defined crosswalks at all intersections and, where necessary, at mid-block.
- Pave crosswalks with enhanced paving materials such as stone or unit pavers.
- All paving must meet ADA accessibility requirements.

Safe Routes to Schools and Parks

- Create a safe, pedestrian-friendly environment to encourage walking and bicycling to schools and parks.
- Clearly marked bicycle routes.
- Provide wide and continuous sidewalks.
- Clearly marked bicycle and pedestrian crossings.
- Minimize busy street crossings.

FIGURE 2.A - PROPOSED GREEN STREET MASTER PLAN



- Introduce traffic calming measures, where appropriate.

Regional Bike Linkages

- Provide connections to new or proposed bike routes as indicated in the County Bicycle Master Plan.
- Provide amenities for bicyclists along bike routes.
- Clearly marked bike routes.
- Facilitate bicycle access to and from the Gold Line Stations.
- Provide places for bicycle parking.
- Facilitate a bicycle sharing system

Placemaking and Community Branding

In addition to the signage for the Gold Line, urban trails, and park information, community branding through identity markers and wayfinding graphics are recommended.

- Wayfinding graphics and signs
- Identity markers
- Cohesive street furnishing
- Cohesive lighting
- Public art

Street Tree Plan

Streets with comfortable sidewalks and planted parkways provide the unifying structure of the plan area's neighborhoods. Street trees form a canopy, provide shade, introduce seasonal color, define the street edge, invite pedestrian activity, and are chosen to adapt to local environmental conditions. Key features of the street tree plan strategy include:

- For ease of recognition, orientation, and cohesiveness, major east-to-west streets are planted with a combination of palm and broad leaf trees. North-to-south streets are planted with broad leaf trees only.
- Deciduous and evergreen trees have been selected to provide seasonal interest.
- Street trees are placed at intervals of 20 to 30 feet on center, with setbacks at intersections per County standards. Ultimate street tree spacing will depend on sidewalk conditions, such as curb cuts, utilities, and lighting.
- Root barriers are provided for all street trees.
- To ensure long term survival, the minimum installed size is a 36 inch box tree.

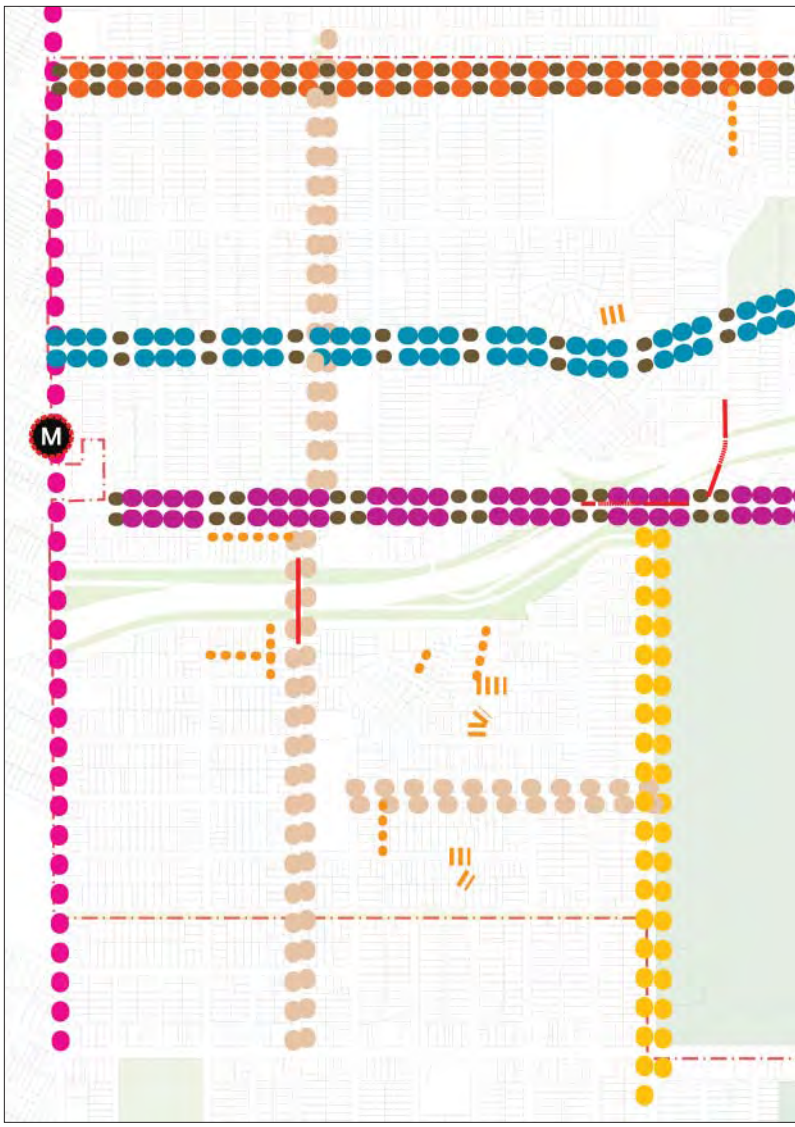
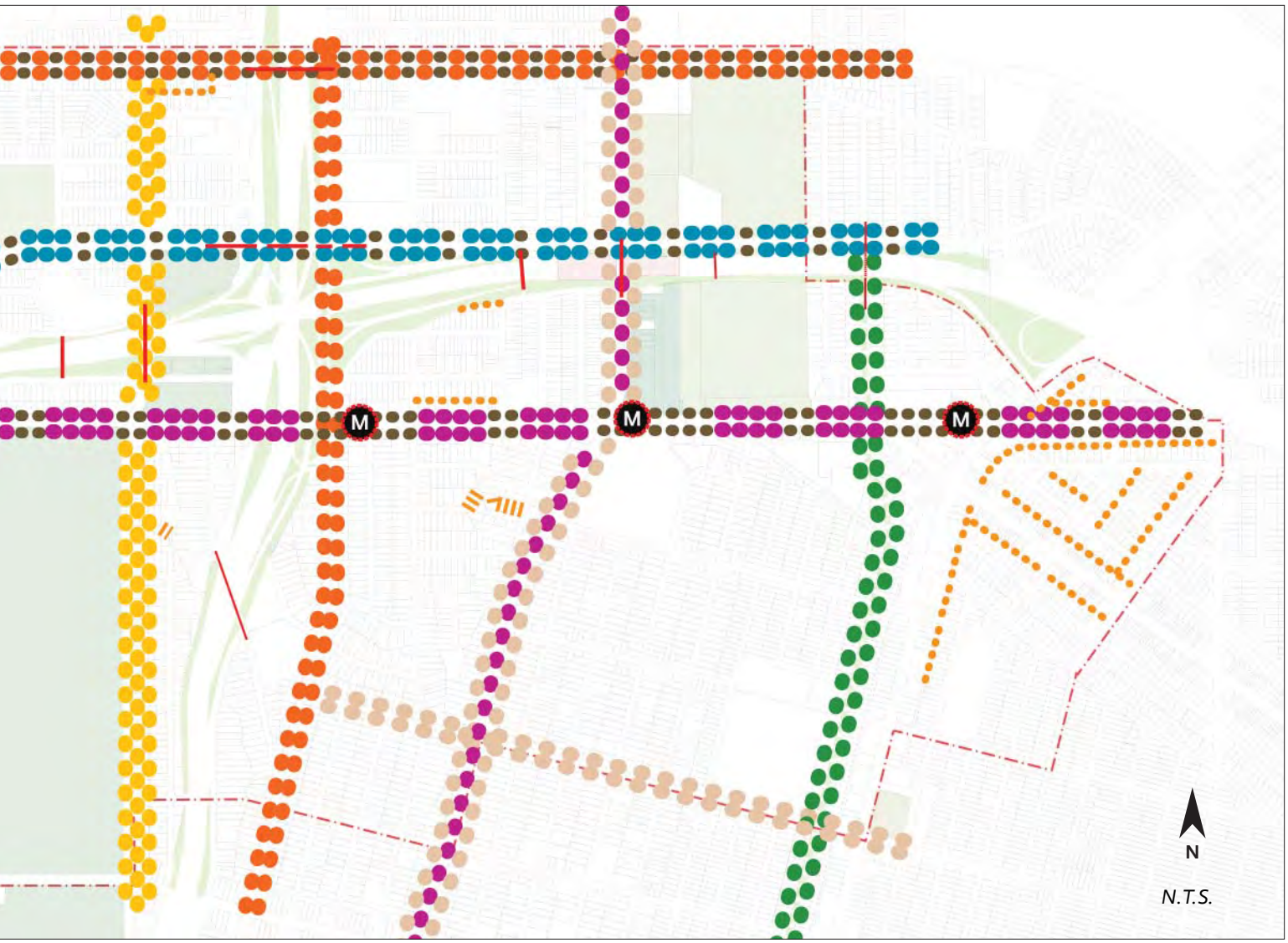


FIGURE 2.B - PROPOSED STREET TREE PLAN

London Plane Tree
California Sycamore
Chinese Flame Tree
Callery Pear 'Bradford'
Goldenrain Tree
Tipu Tree
Brisbane Box Tree
Golden Medallion Tree

Actual tree plantings and placement may vary depending upon site conditions.





Residential street



Chinese Flame Tree - Koelreuteria bipinnata



Tree lined pedestrian path

TABLE 2.A - STREET TREE PALETTE



London Plane Tree

Platanus acerfolia

Deciduous
Height :40-80 feet
Crown : 30-40 feet
Water : moderate



Chinese Flame Tree

Koelreuteria bipinnata

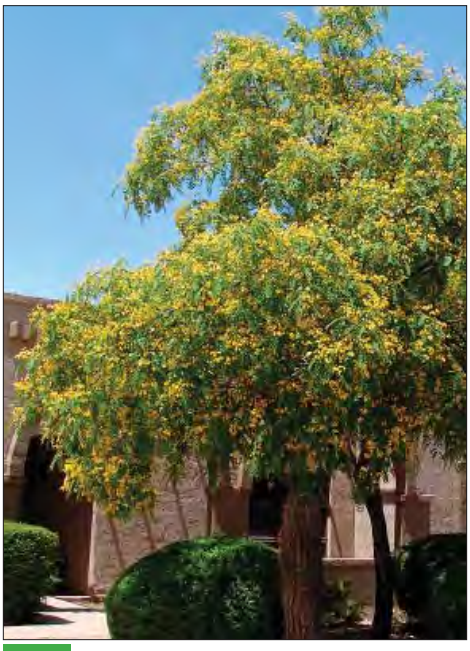
Deciduous
Height : 20-30 feet
Canopy : 25-35 feet
Bloom : late summer
Water : regular



Goldenrain Tree

Koelreuteria paniculata

Semi-evergreen
Height : 40-60 feet
Canopy : 50-70 feet
Water : regular



Tipu tree

Tipuana tipu

Semi evergreen or Deciduous
Height : 25-40 feet
Canopy : 30-60 feet
Bloom : late spring / early summer
Water : regular



Brisbane box

Lophostemon confertus

Evergreen
Height : 30-45 feet
Canopy : 25 feet
Bloom : summer
Water : little to regular



California Sycamore

Platanus racemosa

Deciduous
Height : 30-70 feet
Crown : 30-40 feet
Bloom : spring, winter
Water : moderate



Callery Pear 'Bradford'

Pyrus calleryana 'Bradford'

Deciduous
Height : 50 feet
Canopy : 30 feet
Bloom : late winter/early spring
Water : moderate



Golden Medallion Tree

Cassia leptophylla

Evergreen
Height : 15-25 feet
Canopy : 15-20 feet
Bloom : summer
Water : little to moderate

SUSTAINABLE STRATEGIES

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/or rain gardens.
- Install permeable paving in parking lots and direct water into vegetated swales.
- Direct building roof runoff into cisterns and/or 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.

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, above-ground cisterns. As water gets scarcer the use of cisterns should be encouraged.



Permeable Paving



Bioswale



Native Plant : Achillea millefolium



Planted Parking Lot

- 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.



Enhanced pedestrian experience



Enhanced crossing



Bike lane and jogging path

PARK AND OPEN SPACE OPPORTUNITIES

The recommended strategies in this section can improve the park network by using streets and pedestrian connections to bring park and open space amenities within a reasonable walking and biking distance for all residents. Key components of this strategy include:

- Joint-use policy with schools to better utilize existing and future open space resources.
- The generation of new open space in tandem with new development.
- Requiring new development to have an engaging relationship to new and existing parks, plaza, and streets.
- Maximizing visibility and promoting the safety of existing and new plazas and open spaces.
- Providing varied open spaces that meet a wide range of active and passive recreational needs.
- Transforming vacant lots and dead-end streets into pocket parks and pedestrian connections.
- Improving vacant land adjacent to freeways as passive open spaces.

Pocket Parks

With available open space at a minimum, vacant lots and dead end streets offer potential places to introduce pocket parks within neighborhoods. These parks could host context-sensitive outdoor activities, ranging from passive to active recreational. Pocket parks can provide socialization opportunities for a wide variety of age groups.

EXAMPLES OF PARKS ELEMENTS



Example of comfortable, walkable and sustainable open spaces



Picnic tables



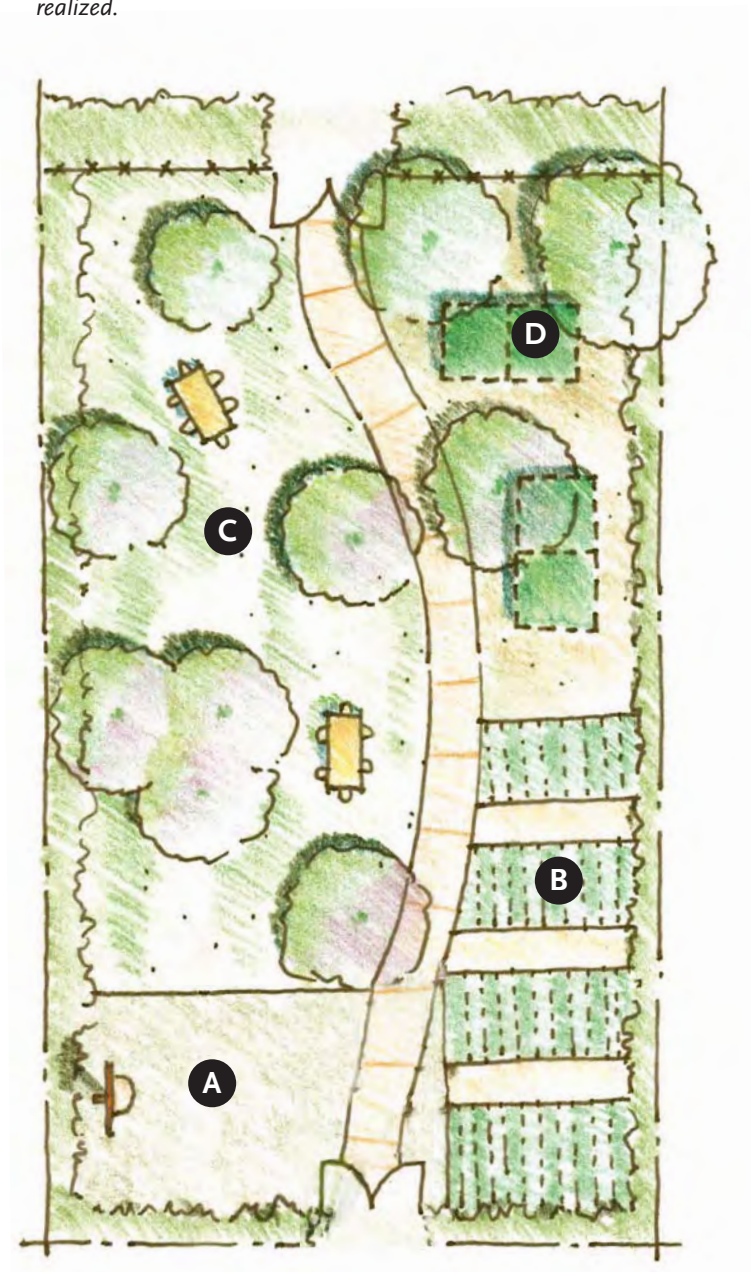
Basketball court



Storm water treatment

FIGURE 2.C - EXAMPLES OF A POCKET PARK

The concept plan shows one of several ways how this particular area of the plan can be realized.



A Basketball Court

B Rose Gardens

C Picnic and Lawn Area

D Bocce Ball Courts

N

N.T.S.



Potential pocket park location

Super Block Insert

There are a number of locations within in the Specific Plan where large pieces of left over land are present at the center of very large blocks. Due to the sloped condition of the sites, traditional park amenities may not work. Potentially, these vacant parcels can be utilized for parkland, as well as for storm water treatment. Community gardens, active and passive recreational spaces, and educational opportunities could be developed for these locations. On slopes, amphitheaters and terraced seating could take advantage of the existing grade changes.



Potential super block insert example (see Figure 2.D)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Lawn area



Playground



Learning/discovering urban wildlife



Active recreation



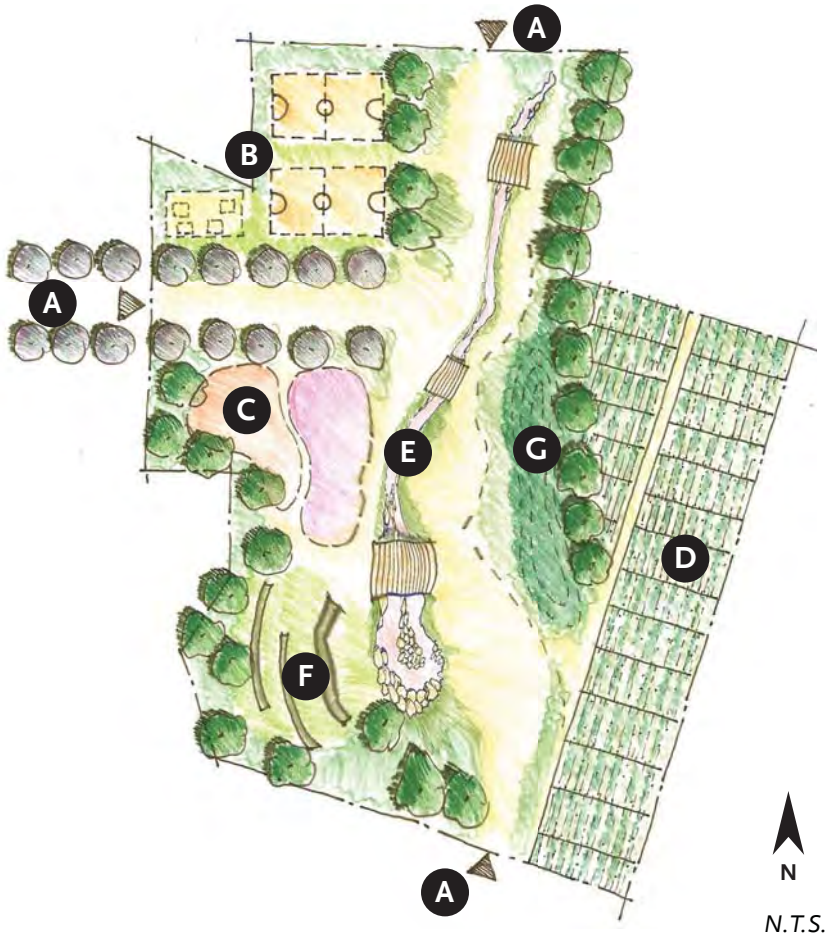
Amphitheater



Gardens

FIGURE 2.D - EXAMPLES OF SUPER BLOCK INSERT

The concept plan shows one of several ways how this particular area of the plan can be realized.



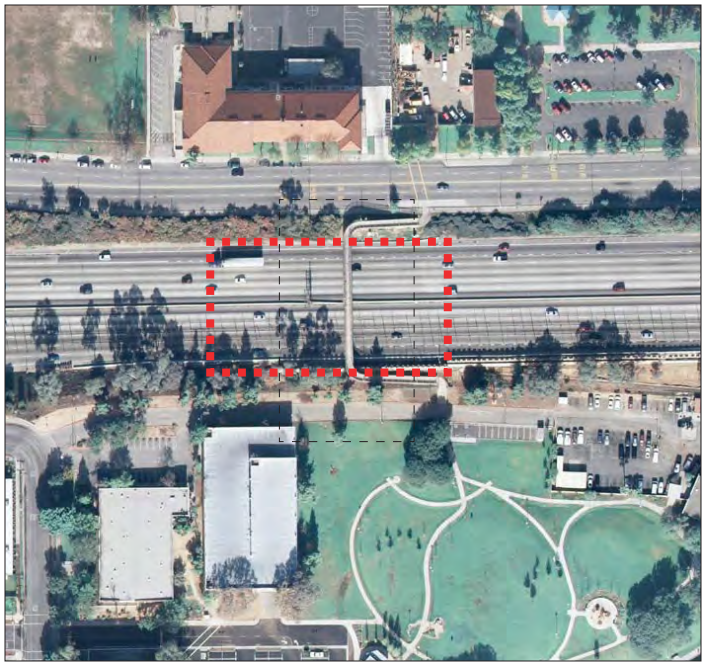
N.T.S.

- **A** Access
- **B** Active Recreation
- **C** Playground
- **D** Gardens
- **E** Drainage Swale
- **F** Amphitheater
- **G** Lawn Area

Freeway Cap - Belvedere Park

For many years, engineers, city officials, and urban designers have advocated the conversion of airspace above local freeways for use as public parkland. In a number of locations, freeway caps or decks have been constructed across the country. A Seattle freeway cap occupies 5.2 acres above an existing roadway and was opened in 1976. The City of Santa Monica recently initiated a feasibility study for the construction of a freeway cap over a section of the Santa Monica Freeway. The City of Los Angeles is also exploring caps over sections of the Hollywood Freeway adjacent to downtown and Hollywood.

The construction of the Pomona Freeway bisected Belvedere Park reducing available open space and dividing the park. Today, the park functions as virtually two different parks. Nonetheless, there is an opportunity to reconnect the park land and create additional open space. Here, a freeway cap park would create more park space and provide improved non-motorized connections between the neighborhoods to the north and south of the freeway.



Pedestrian bridge over freeway- freeway cap opportunity (see Figure 2.E)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Pedestrian path



Farmers market



Freeway Park, Seattle



Urban plaza



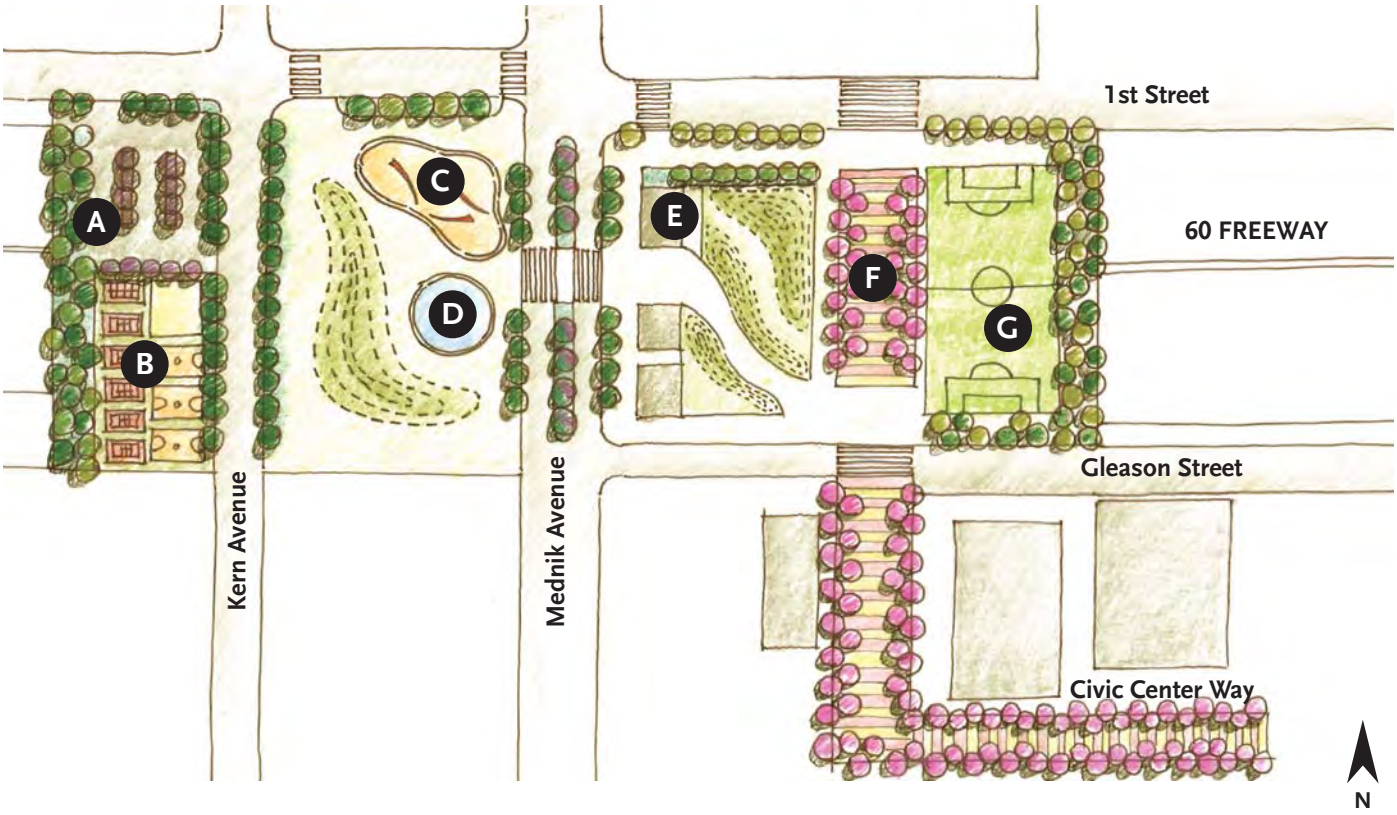
Local park



Paseo

FIGURE 2.E - EXAMPLE OF A FREEWAY CAP AT BELVEDERE PARK

The concept plan shows one of several ways how this particular area of the plan can be realized. Ultimately, the actual configuration will be guided by this Specific Plan and corresponding park standards, as feasible.



N.T.S.

- A Parking
- B Active Recreation
- C Playground
- D Art Element
- E Information Kiosk
- F Paseo
- G Active Recreation

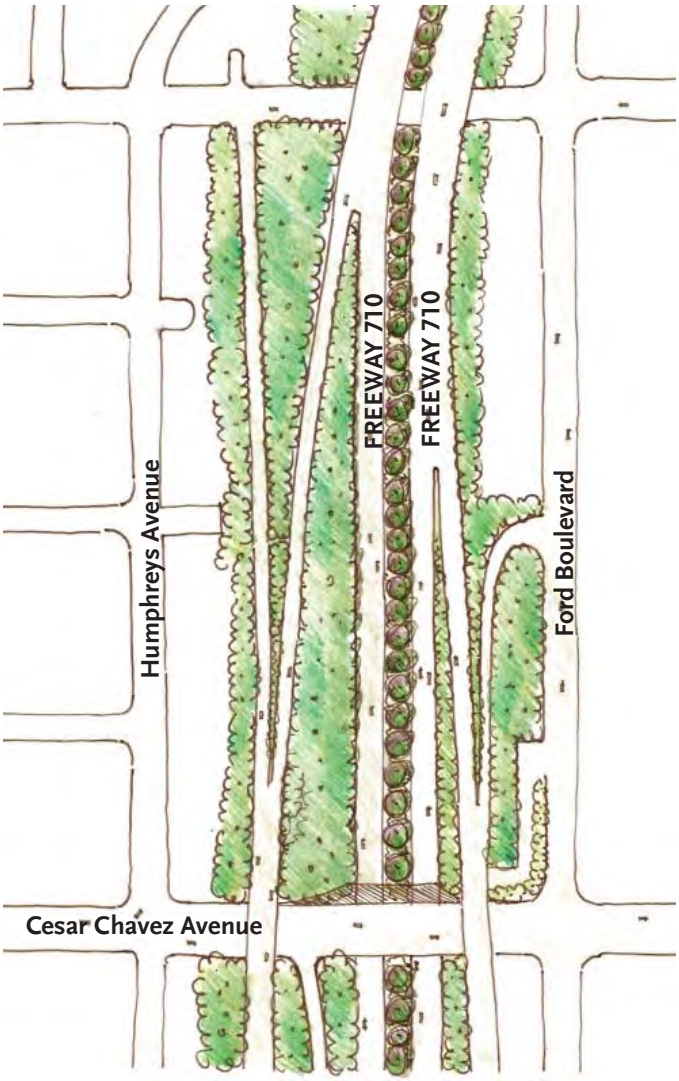
Urban Forest

An urban forest is a collection of trees located within a city. The urban forest helps to filter water and air. They provide shade and shelter for humans and wildlife. Urban forests moderate the local climate and help to reduce the heat island effect within urban settings. When present, urban forests play an important role in ecology of human habitats in many ways: they filter and improve the air, water, and sunlight, while providing shelter to animals. They are critical in cooling the urban heat island effect, thus helping to reduce the number of unhealthful ozone days in the region. Within the Specific Plan area, opportunities exist to increase the urban forest, particularly near existing freeways and access ramps. Figure 2.F is an illustrative example of an urban forest adjacent to the Long Beach Freeway near Cesar E. Chavez Avenue.



Potential Site for urban forest along the I-710 (see Figure 2.F)

FIGURE 2.F - EXAMPLE OF I-710 URBAN FOREST



Concept plan of an urban forest along the I-710

N.T.S.

TABLE 2.B - URBAN FOREST AND SHRUB PALETTE



Acacia redolens



Baccharis pilularis 'twin peaks'



Ceanothus griseus horizontalis



Cotoneaster



Toyon



Rhus ovata



Grevillea robusta



Quercus agrifolia

Neighborhood Connections: Cascades, Alleys, and Pedestrian Crossings

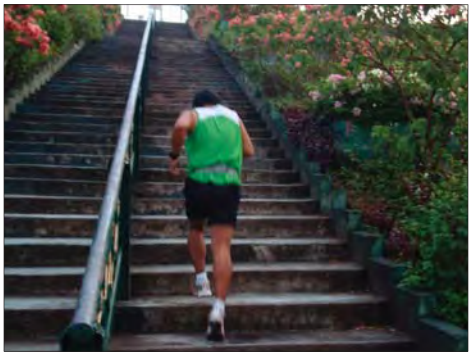
Alleys can be transformed from their typical utilitarian purpose into pedestrian connections and, in commercial areas, to outdoor dining plazas. In addition, permeable pavers and plantings can be introduced to absorb storm water and improve local water quality.

Important neighborhood connections are often interrupted by steep terrain. These interruptions can be mended by introducing a series of staircases that incorporate outlooks and terraces, providing places to enjoy views and to socialize. Figure 2.G is an example of a neighborhood cascade.



Potential neighborhood cascade retrofit (see Figure 2.G)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Stairs as a place to exercise



Lighting and planting for comfort and safety



Murals



Pedestrian art bridge



Vista Points offer views



Land bridge

FIGURE 2.G - EXAMPLE OF A NEIGHBORHOOD CASCADE

Illustrative concept plan that reconnects a neighborhood with improved pedestrian paths, stairs, and drought-tolerant landscaping.



- **A** Plaza belvedere vista point
- **B** Exercise circuit
- **C** Belvedere vista point with drinking fountain
- **D** Native plantings and erosion control

Joint Use Agreement of Public and Institutional Facilities

Schools and other institutions typically have had a variety of recreational facilities, such as, gymnasiums, playgrounds, fields, courts, and tracks. However, most schools close their property to the public after school hours because of concerns about costs, security, maintenance, and liability. At the same time, building duplicate facilities as those already available in community schools is simply not the best use of time or public resources.

A joint use agreement (JUA) is a partnership between government organizations, for example the school district and County, setting forth the terms and conditions for the shared use of public property. Typically, each party under a JUA helps fund the development, operation, and maintenance of the facilities that will be shared. In so doing, schools can continue to provide their students and the community with the facilities needed to maintain active and healthy lifestyles, while incurring little to no additional costs. Currently, Belvedere Middle School provides access to their facilities after school hours. The County should explore further opportunities for JUAs in the community.

School sites also offer an opportunity to introduce sustainable practices into the community. School vegetable gardens provide healthy food and functionas an educational tool. New trees provide shade, creating comfortable places



Example of a potential Joint Use Playfield - Belvedere Middle School

N

CONCEPTUAL EXAMPLES OF JUA ACTIVITIES



Soccer field



After school basket ball



Active recreation



Organized sporting activity

to sit while cleansing the air. Rain gardens, cisterns and bioswales can be introduced to catch and store or cleanse water. Permeable paving can be installed to allow for groundwater infiltration.

Parklets

Streets and paved areas make up a significant part of the land area in East Los Angeles. Many streets are excessively wide and contain large zones of underutilized space. Reconfiguring such spaces in a "parklet" can help to provide much desired open space in an already developed area. A parklet is a mini urban park, often created by replacing several under-utilized parallel parking spaces with a patio, planters, trees, benches, café tables with chairs, bicycle parking, or other element. The introduction of parklets seeks to temporarily reclaim these unused swathes and quickly and inexpensively turn them into new public plazas and parks.

Due to the relatively low expense, parklets can be introduced temporarily. During the temporary closure, the success of these spaces can be evaluated to understand what adjustments need to be made in the short term, and ultimately, whether the temporary closure should be a long term community investment. Materials and designs are meant to be temporary and easily moveable should design changes be desired during a trial-run. Seating, landscaping, and treatment of the paving are common features of most projects. If on-street parking or travel lanes are removed, a traffic study may be required.

Locations for parklets should be selected based on the following criteria:

- Sizeable area of under-utilized roadway
- Lack of public space in the surrounding neighborhood
- Pre-existing community support for public space at the location
- Potential to improve pedestrian and bicyclist safety via redesign
- Surrounding uses that can attract people to the space
- Identified community or business steward



These conceptual parklets repurpose on-street parking to useable open space and landscaping without reducing the number of travel lanes (Conceptual layout by RHAA).



A permanent parklet installation adjacent to a coffee shop.

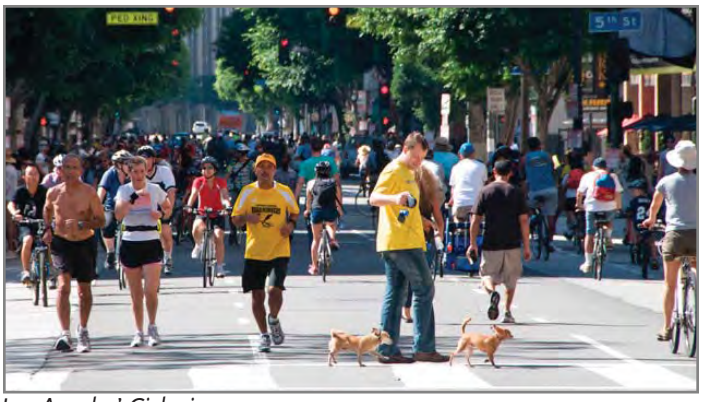


A parklet with outdoor dining

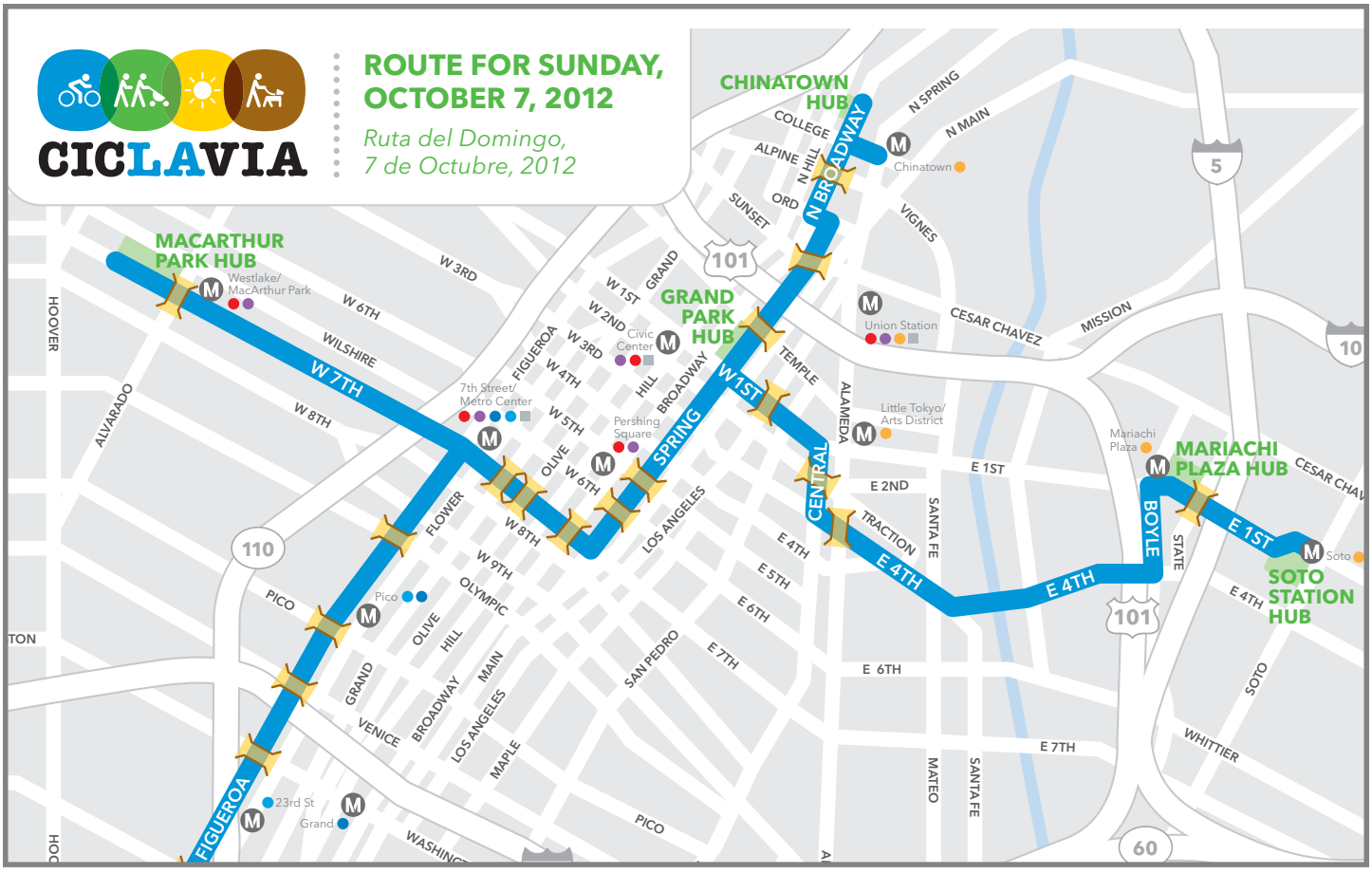
THE FUTURE OF THE PUBLIC REALM

As demand for more open space increases, creative approaches towards parks and open recreational needs should be explored.

A "ciclovia" is either a bike route, or more commonly, a closed street that is used exclusively for biking, walking, and other similar non-motorized activities. The closure makes the streets safe for people to walk, skate, play and ride a bike. Usually the street closure is temporary and during the weekend, in order to reduce traffic management logistics. It is a relatively inexpensive approach to provide temporary recreational opportunities and more open space – if only for one day. In October 2010, the City of Los Angeles held its first of many highly successful "CicLAvia" events in the downtown area and through adjoining neighborhoods. These events have drawn over 100,000 bicyclists, joggers, walkers, strollers, pets, and other participants. The community should continue to support and expand these events.



Los Angeles' Ciclavia



Route map of Ciclavia


Civic Center Way

3 MOBILITY

This chapter identifies streetscape improvements and guidelines, such as sidewalk dimension, bicycle lanes, and landscaping. The streetscape plan recommendations in this chapter are conceptual. When the County considers such improvements, these recommendations will be further evaluated and supplemented on a case-by-case basis. Furthermore, the mobility 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. Through the ongoing implementation of the Specific Plan, the County will continue to evaluate other streets in the plan area, thereby providing an engaging public realm to attract visitors, residents and businesses.

Objectives

The following mobility objectives advance the principle to create a transportation network that provides mobility, safety and walkability:

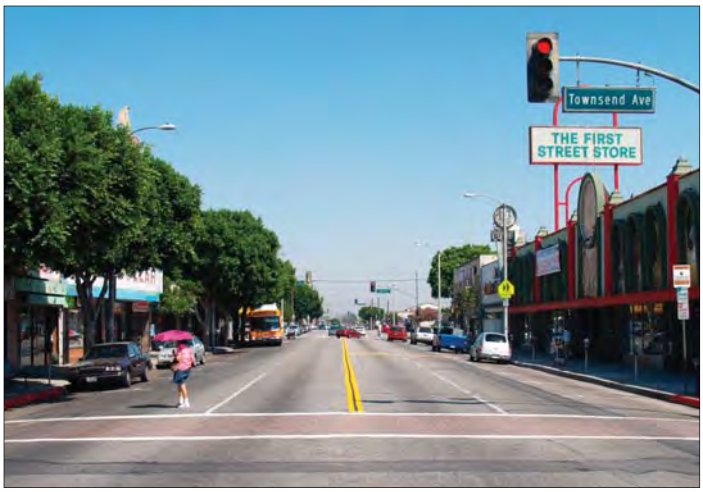
1. The street network accommodates pedestrians, bicycles, transit, freight and motor vehicles with the allocation of right-of-way on individual streets.

2. The larger network, including key thoroughfares provides safe, continuous, and well-designed multi-modal facilities that capitalize on development patterns and densities that make walking, transit and bicycle travel efficient and enjoyable.

3. Street design complements urban buildings, public spaces and landscape, as well as supports the human and economic activities associated with adjacent and surrounding land uses.

4. Safety is achieved through thoughtful consideration of user's needs and capabilities, through design that meets user expectations, and through the selection of appropriate speed and design elements.

EXISTING CONDITIONS → EXAMPLE OF PROPOSED VISION



1st Street existing conditions



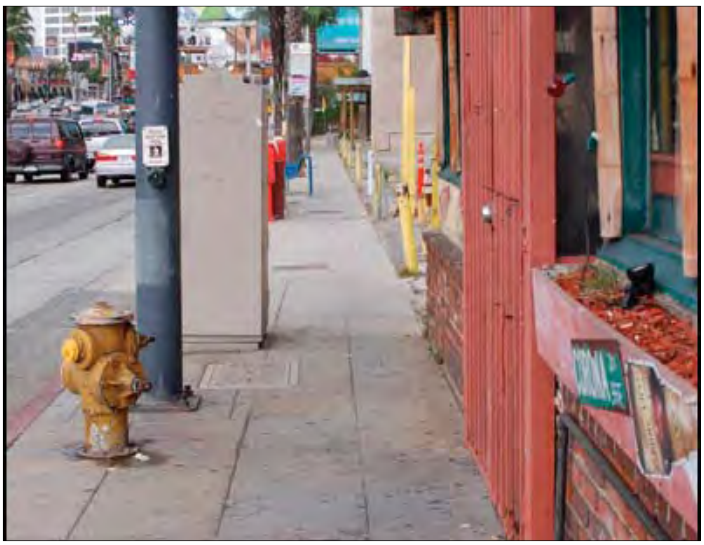
A busy, mixed-use street draws business, cars and customers.



A typical 40-foot wide street encourages motorists to drive fast. The situation is amplified by the lack of street trees and absence of parked cars.



Street trees reduce the visual width of this 40-foot wide street and, along with the mottled pattern of dark and light that is cast on the roadway, encourage motorists to slow down.



Auto-oriented street with narrow sidewalk discourages walking and provides no space for outdoor dining



Outdoor dining and pedestrians share the wider sidewalk.

Figure 3.B illustrates the County Bicycle Master Plan within the Specific Plan area. Implementation is expected to occur as funding allows.

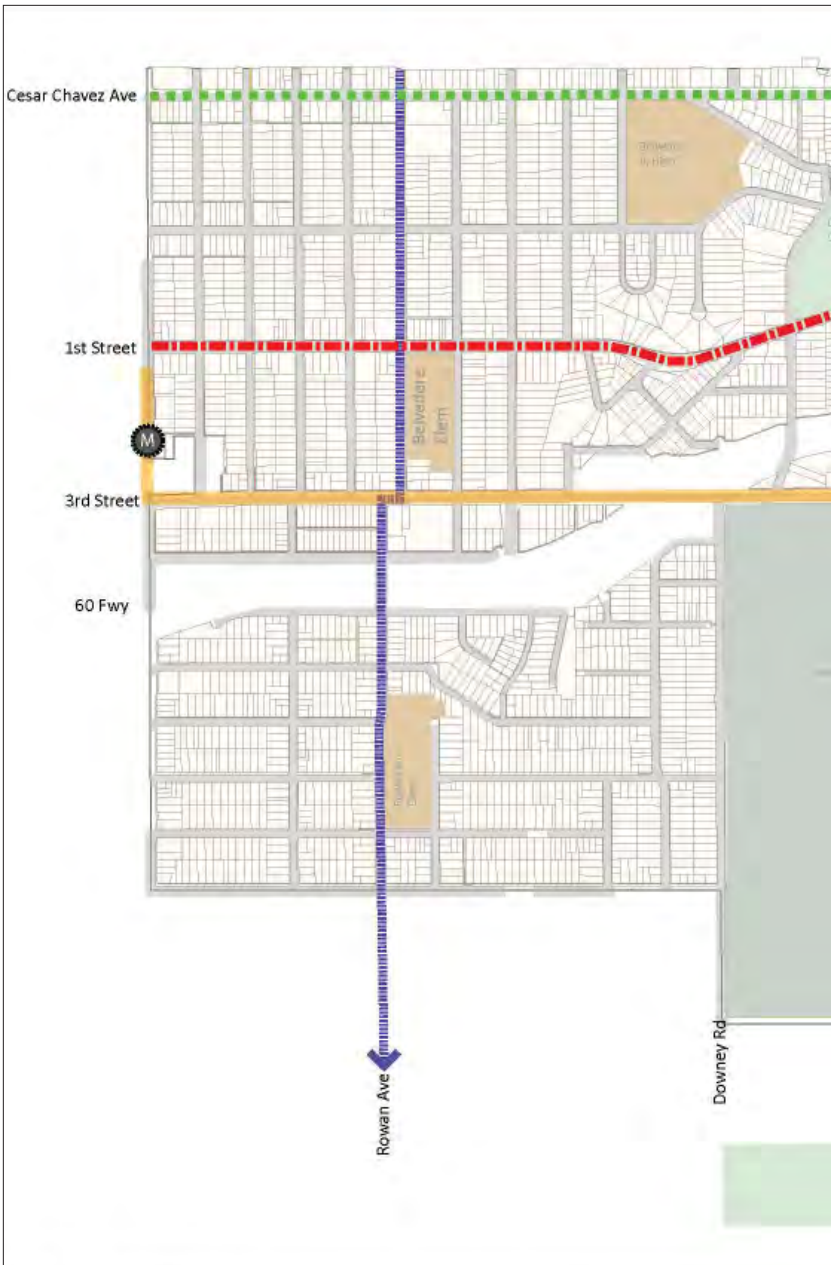
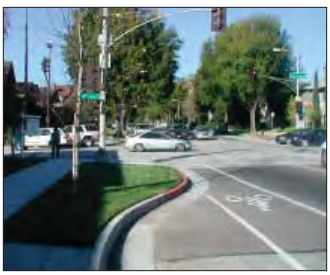


FIGURE 3.B: PROPOSED BICYCLE ROUTE NETWORK (COUNTY BICYCLE MASTER PLAN)



Bike lane and curb extension



Dedicated bike lanes





Shared bike lane



Dedicated bike path

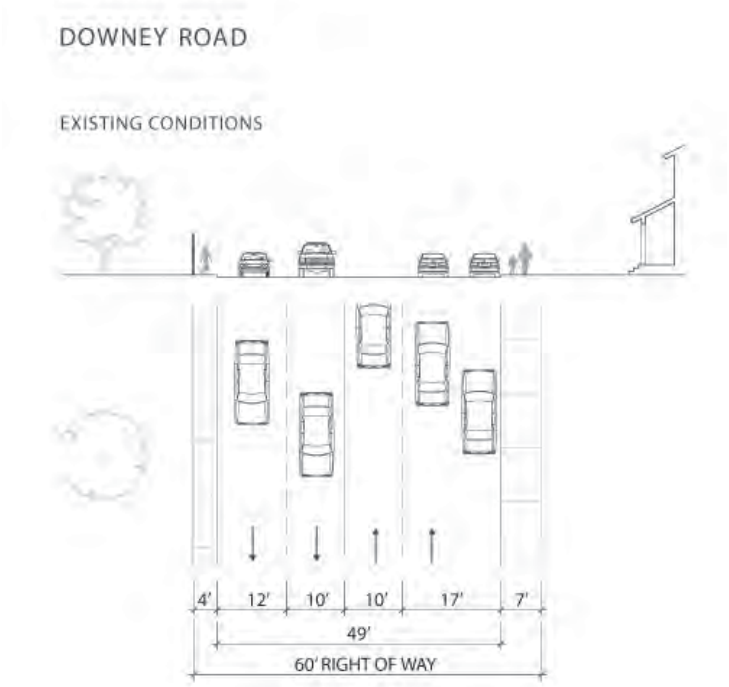
FIGURE 3.C - ILLUSTRATIVE CONCEPT DESIGN- DOWNEY ROAD LOOKING SOUTH



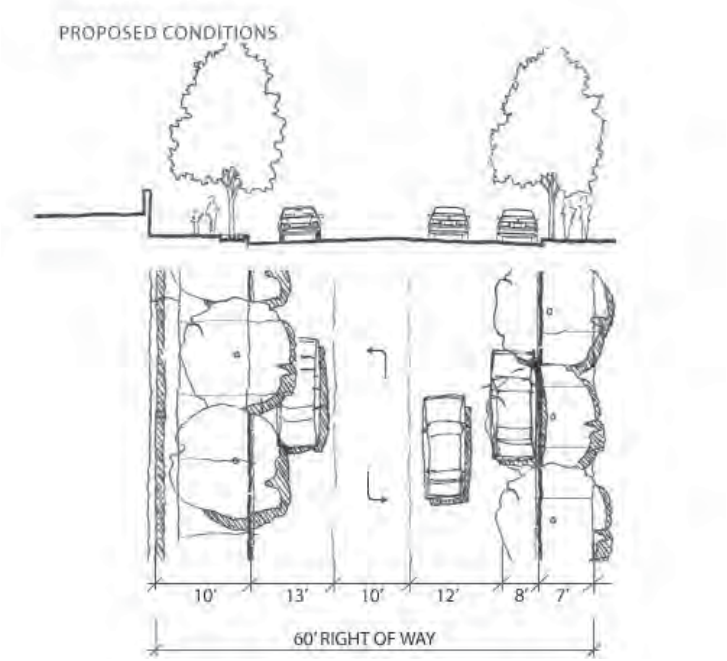
Downey Road adjacent to the Calvary Cemetery offers an opportunity to create an enhanced pedestrian and bike experience. By narrowing the area allowed for vehicles the pedestrian edge is enlarged. Generally, a landscaped walking and jogging path is recommended around the cemetery. A shared bike lane can be introduced as well. Ultimately, the actual configuration will be designed according to applicable County standards.

Figure 3.D illustrates the existing conditions and concept design conditions for Downey Road.

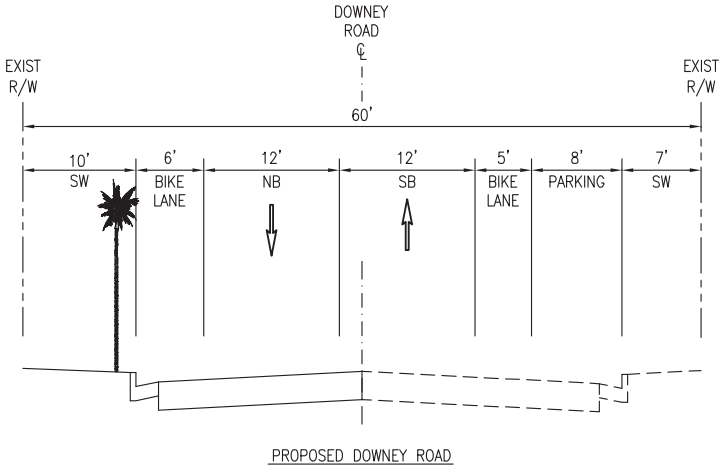
FIGURE 3.D - STREET SECTIONS - DOWNEY ROAD



DOWNEY ROAD - PROPOSED OPTION A



DOWNEY ROAD - PROPOSED OPTION B



Actual configuration may vary depending upon County standards and existing conditions.

FIGURE 3.E - ILLUSTRATIVE CONCEPT DESIGN - MEDNIK AVENUE



Mednik Avenue can become a more pedestrian and bike friendly street with the introduction of street trees along the edge and center median. Dedicated bike lanes are introduced.

Figure 3.F illustrates the existing conditions and concept design conditions for Mednik Avenue and Ford Boulevard.

FIGURE 3.F - STREET SECTIONS - MEDNIK AVENUE

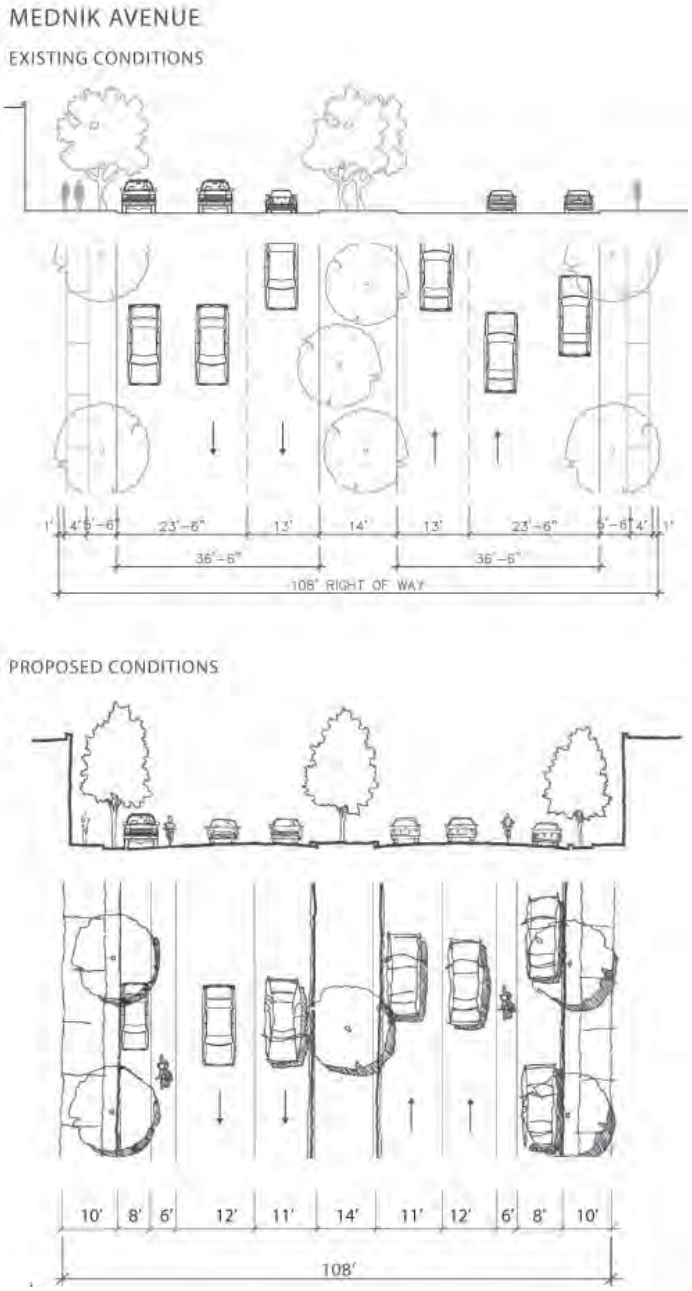
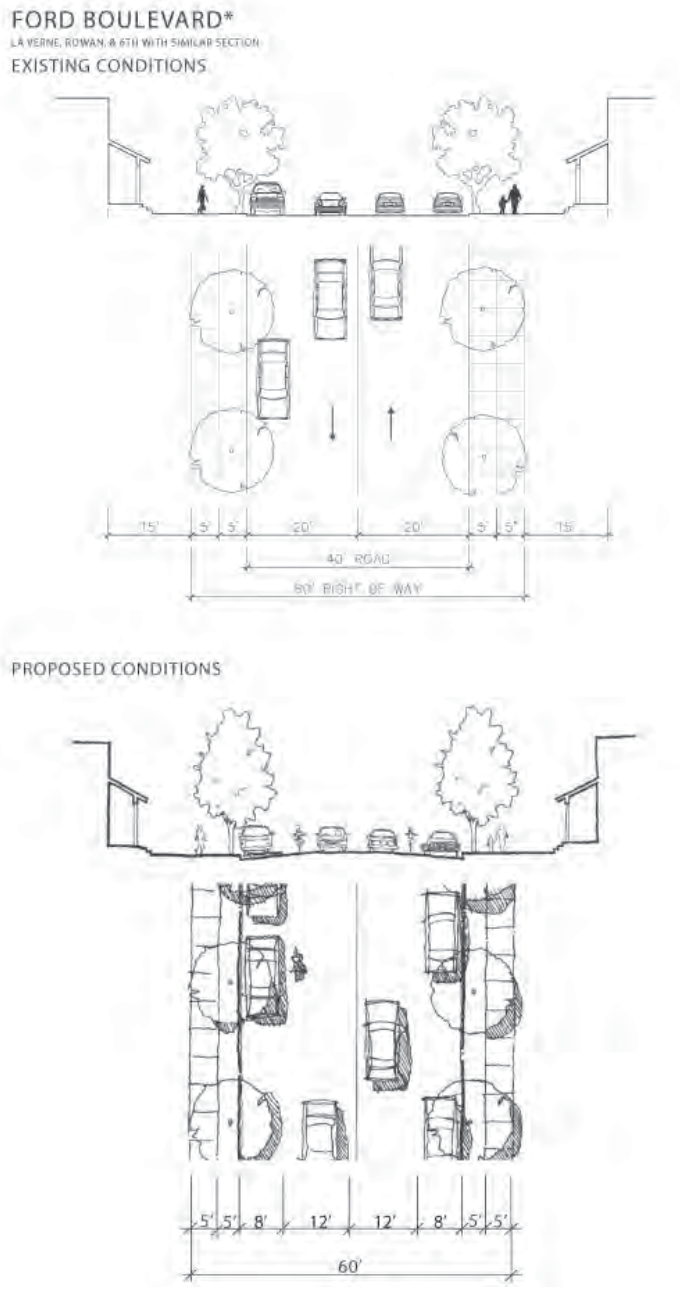


FIGURE 3.G - STREET SECTIONS - FORD BOULEVARD



STREETSCAPE IMPROVEMENTS

Streetscape improvements are recommended for nearly all streets in the plan area. These recommendations are designed with construction costs in mind, and for most streets relatively modest sidewalk improvements and street tree plantings constitute the majority of the recommended work.

The descriptions of the improvements are general in nature, and do not take into account the details of existing conditions in each block of each street. In some cases existing pavement or sidewalks may need replacement. The Department of Public Works (DPW) will make such determinations at the time the street improvements are designed and constructed.

When a new development project occurs, DPW or the Department of Regional Planning (DRP) may require that the developer make improvements to the streets abutting the project to a) bring them into conformance with current standards, and/or b) bring them into a state of good repair. The standards of this Specific Plan define the general design requirements for current standard. The Public Works department will define the requirements for conditions on a case-by-case basis. The required improvements generally extend from the property frontage line to the centerline of the public right-of-way on all project frontages.

In virtually every instance, the recommended improvements are intended to:

- Improves 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
- Plant or replant street trees to shade and shelter the pedestrian and to improve the quality of the public realm

Within these parameters, it is intended that the streets in the plan area will provide a rich variety of design and detailing to the public realm. As such, following guidelines are provided:

Curb Extensions

Curb extensions are recommended to improve pedestrian safety, comfort, and convenience, where feasible. Advantages of curb extensions include a) reduction of pedestrian crossing distance and time, b) reduction of visual width of roadway, and hence driving speeds, and c) provision of additional space for tree plantings.

Generally, the existing curb-to-curb width – typically 40 feet – of most of the plan area streets is greater than ideal. For streets that do not carry large amounts of through traffic, a curb-to-curb width of 36 feet is suitable for the pedestrian. This allows for wider sidewalks, which will moderate vehicular speeds. Curb extensions at corners and at mid-block achieve a similar benefit. Curb extensions shall not impede the circulation of buses, delivery trucks, emergency vehicles and bicycles. Curb extensions shall not extend beyond the parking lane.



An example of a curb extension.



A curb extension with infiltration planters and enhanced crosswalk.

Crosswalks

Safe street crossings are an important component of the pedestrian network for any urban neighborhood. As noted above, improving pedestrian comfort, safety and convenience is the central goal of the streetscape improvement program of this Specific Plan. The following general guidelines are provided for crosswalk design:

1. Crosswalks should be clearly marked.
2. Where applicable, curb extensions should be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety.
3. On streets with significant retail activity, mid-block crosswalks should be considered, as in many cases they can significantly increase retail sales by encouraging shoppers to shop both sides of the street.
4. In-pavement LED lighted crosswalks should be installed, as feasible, at intersections that are not controlled by a traffic signal. LED lighted crosswalks shall be based on the County's established guidelines.

Tree Wells

When locating new tree wells in an existing street, important design considerations include:

1. In the ideal urban tree canopy, adjacent trees at maturity generally touch one another. The typical tree spacing is generally 30 feet, plus or minus 5 feet.
2. Tree spacing and placement must be coordinated with street light placement. Street lights should normally be located midway between adjacent trees, and are commonly spaced every 2 or 3 trees, hence 60 to 100 feet on center.
3. On streets where parking spaces are marked – either parallel or angled – trees should be located where they will not impede the opening of car doors or pedestrians accessing the sidewalk. Where parking is parallel to the curb, trees are best positioned near the front or back of the space, so that they align with a fender rather than a door.
4. The size and type of tree well should be sufficient for the tree and appropriate to the desired streetscape character. In retail areas it is important that the planter not reduce the walkable sidewalk surface. In such cases, tree grates are generally recommended. In residential streets, a softer appearance may be preferable and ground plantings in larger planters or in continuous parkway strips may be provided.
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.



A V-gutter allows storm water to flow between the parking and the street.



A crosswalk can be defined by striping and/or a change in paving material.

Street Furniture

A varied palette of street furnishings that respond to the needs of pedestrians is recommended. Benches and trash receptacles, for instance, should be provided on busy shopping streets for customer comfort and litter control. These should be well-designed and functional, and should harmonize with the overall urban design of that street or that place.

Street furniture, traffic control boxes, and other infrastructure should not block the pedestrian way. Benches, in particular, should be placed with careful consideration of their relationship to surrounding buildings and businesses. Benches placed perpendicular to the street are often best, as the sitter is neither staring at one storefront nor at passing traffic or sides of parked cars. Benches outside bakeries or coffee shops can be very pleasant for customers of those businesses. And of course benches at bus stops are always desirable. Benches in areas with low volumes of pedestrian traffic are generally unnecessary and may attract sleepers. Mid-bench arms that are added to discourage sleeping should be far enough apart so that two people can sit comfortably side by side.

Street Lights. Street lights are a very important element of any urban streetscape, affecting its daytime appearance and its nighttime character and safety.

Each of the major streets in the plan area should have a consistent type of fixture. Fixtures mounted on poles less than 35 feet in height and space approximately 70 to 100 feet apart are recommended. This scale of fixture creates a rhythm and scale that is pleasant for the pedestrian and helps to define the space of the street, rather than just flooding it with light. Light fixtures should be shielded to direct light to the ground and keep it from shining up towards the sky.

PARKING STRATEGY

The purpose of the Parking Strategy is to provide sufficient on-site parking to accommodate the majority of traffic generated by a range of uses over time. Sites that are located in close proximity to rail transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. It is recognized that excessive minimum parking requirements unduly increase the cost of construction, operation, and maintenance of properties. This Strategy provides options to conventional parking requirements and the provision of alternatives that are well-suited for a mature, transit-oriented community.

Transit-supportive development and bicycle parking will encourage transit use, bicycling, and walking. The provision of carpool parking, and locating it close to the building entrance, will encourage carpool use. Parking should correspond to broad uses and building types, not specific uses, and emphasize the long term. These objectives and strategies will ensure that reasonable regulations address older properties and undersized parcels, while providing new parking designed in a manner consistent with goals and policies of this Specific Plan.



Example of tree grate



Street furniture example: Metal bench with mid-bench arm support

Objectives

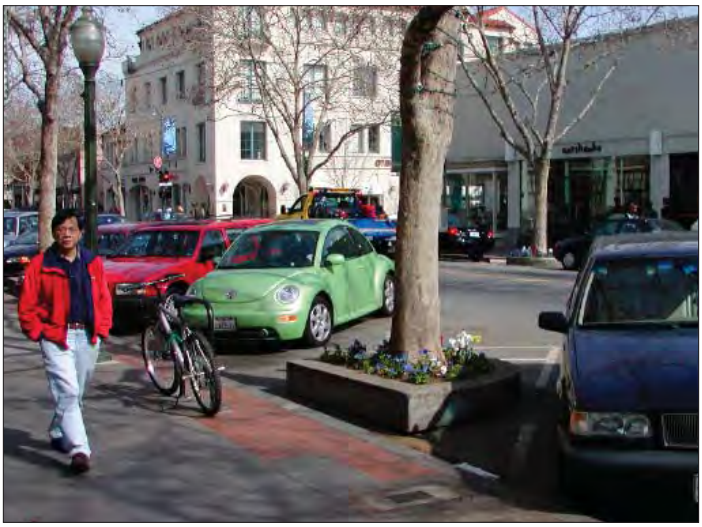
- Enable motorists to park once by encouraging shared parking facilities.
- Reduce diffused, inefficient, single-purpose parking.
- Avoid adverse impacts on residential neighborhoods.
- Maximize on-street parking and provide opportunities for on-street diagonal parking.
- Increase visibility and accessibility of existing parking.
- Provide flexibility for the redevelopment of smaller parcels and for the preservation and rehabilitation of older and historic buildings.
- Promote flexible and creative incentives and solutions.
- Recognize and accommodate multi-modal transportation options that include walking, bicycling, bus, rail, carpooling, as well as the automobile.

Strategies

- Reduce the amount of required parking for residential and non-residential development in order to lower construction costs and to foster a transit- and a pedestrian-supportive community.
- Reduce loading space requirements for smaller parcels to lower construction costs and to allow for on-street loading, where feasible.
- Eliminate additional parking requirements for a change of use in existing buildings, to lower construction costs and to foster adaptive reuse.
- Encourage shared parking to allow for the more efficient use of existing facilities.
- Allow for shared, off-site residential parking to encourage the more efficient use of existing facilities.
- Establish on-street diagonal parking, where feasible.
- Establish fee-based on-street parking, where feasible.
- Facilitate public parking opportunities on County-owned parcels and parking lots.
- Establish preferential parking on residential streets to limit non-resident parking and to make it easier for residents to find a parking space on their block. Preferential parking may be established pursuant to the County's guidelines on preferential parking districts.
- Require parking for bicycles and carpools.



Street lights are important elements in the day and at night



Curb-side parking provides a convenient place to park for retail without the need for large parking lots

BICYCLE SHARING SYSTEM STRATEGY

Bicycle sharing systems provide meaningful access to public transportation and help address the problem of the "first and last mile." Moreover, bicycle sharing programs, like all forms of active transportation, provide numerous benefits, such as reduced carbon emissions and improved public health. The vision of bicycle sharing system is a community of travelers with new opportunities to walk or ride a bicycle as part of their everyday life. The vision of this system is the creation of an improved transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and the community as a whole.

Objectives

- Support the development of a fully integrated multimodal transportation network
- Increase bicycle and pedestrian mileage
- Improve the connections among bicycle, pedestrian, and transit systems
- Allow people to bicycle safely, conveniently, and comfortably within five miles of their destination

Strategies

- Coordinate efforts with Metro, other agencies, cities, and businesses in bicycle sharing planning, implementation, and operation.
- Support and facilitate an integrated bicycle sharing system within East Los Angeles and the region
- Facilitate a seamless system among the various cities and agencies so that bicycle sharing and bike parking station technology is compatible and can be seamlessly used by patrons



Example of Bike Sharing Station



Example of creatively designed bicycle rack

Chapter 4 HISTORIC PRESERVATION





FIGURE 4.A HISTORIC RESOURCES

- Early Development Residential (1890-1930)
- Early Development Commercial (1890-1930)
- Churches and Cemeteries (1890-1930)
- Schools
- Industrial (1930s)
- Mid-Century Commercial (1940-1960)
- Rare Example of Property Type
- Good Example of Style and/or Rarity
- Frontages - Potential "Conservation Zones"
- Listed in Historic Resources Inventory (See Appendix) Status: "2s", "3s", or "5s2"
- Specific Plan Boundary
- Metro Gold Line Station



HISTORIC PRESERVATION

Through observation and research, it was determined that there are historic, architectural and cultural resources in the plan area (See Figure 4.A). Currently, there is no historic designation or review process in place in the County of Los Angeles that would help protect these resources or help in the revitalization to restore the historic character to the area. This section 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 common or historic neighborhood names associated with the project area are Belvedere, Occidental Heights, Maravilla Park, Belvedere Gardens, Eastmont and Bella Vista. Currently, 3rd Street is a mix of residential and commercial property types but began as a residential street in the late 1880s. The surrounding neighborhoods are almost exclusively residential. (See the Appendix for additional historical data.)

PURPOSE

The purpose of this preservation strategy is to establish goals and objectives for the continued maintenance and protection of the historic resources in the project area. The 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.

Goal 1: Increase public awareness of the history of East Los Angeles and historic preservation policies and practices through the display of public art, plaques, interpretive signage, and other similar exhibits.

Heritage education in the schools can create a sense of pride in East Los Angeles and stronger feeling of connection to the community. Plaques, public art and exhibits that direct attention to historic resources are a powerful way to illustrate and interpret the history of the built environment.

Educating the citizens of East Los Angeles is essential to the development of an effective historic preservation program. Education and outreach to the community should include both information about the history of the area and information about historic preservation policies and practices.

Objectives

- Promote the benefits of owning and rehabilitating historic property with the Mills Act Program.
- Promote East Los Angeles's historic and cultural resources through a variety of programs and activities related to cultural and ethnic groups.
- Encourage public comment and participation in preservation decision-making during the landmark designation process.
- Promote interpretation of local history through walking tours. Develop a signage/wayfinding program with maps and markers related to historic buildings and sites in the community
- Identify property types that explain community history and development.









From top:

- *View north from Whittier and Atlantic, circa 1924*
- *View north from Whittier and Atlantic, circa 1930*
- *Intersection of 3rd Street and Indiana Street, circa 1927*
- *A home in the Belvedere neighborhood, circa 1943*



Goal 2: Protect historic and cultural resources from demolition and inappropriate alterations.

Federal, state and local regulations that protect historic and cultural resources are based on identification and designation. The community of East Los Angeles does not have a local designation process or regulations that protect historic resources. The area must rely on federal and state law, which is limited in its protection value.

Inappropriate alterations and/or additions to historic resources raise important concerns. Historic resources, and/or the context in which they are meaningful, may be damaged due to alterations, additions or demolition.

The purpose of this goal is to bring awareness to the available procedures and mechanisms that will help protect historic resources.

Objectives

- Discourage the demolition or inappropriate alteration of historic buildings.
- Encourage maintenance of historic resources to help restore historic character of neighborhood.
- Encourage stricter code enforcement to eliminate inappropriate alterations, and promote health, safety, and sustainability.
- Ensure compliance with California Environment Quality Act (CEQA) and Section 106 of the National Historic Preservation Act.
- Encourage salvaging of architectural elements that would otherwise be transported to landfills as a result of alterations or demolition.

Goal 3: Promote the preservation of historic and cultural resources through incentives and technical assistance.

Incentives are an effective way to encourage preservation of historic resources.

Available resources currently include: the Community Development Block Grants program, and the Home funds program through the Community Development Commission of the County of Los Angeles.

Promotion of the available incentives and technical assistance will result in many more historic and cultural resources in East Los Angeles being preserved for future generations.

Objectives

- Promote and award financial incentives through the Mills Act Program
- Promote the revitalization of historic properties through the Mills Act Program.
- Promote available resources for homeowners through the Community Development Commission.
- Train County staff and community members to

provide technical assistance to property owners concerning the maintenance, rehabilitation and restoration of historic resources.

Goal 4: Integrate historic preservation into the community and economic development strategies.

Historic preservation is a proven, effective community and economic development strategy. Unique historic structures are the signature of many communities and East Los Angeles is no exception. Neighborhoods of housing stock representing the eastward development pattern including Craftsman bungalows, Revival styles and Modern traditional, in addition to distinguished commercial and civic buildings that make East Los Angeles a unique place.

Historic preservation projects result in investment in the local economy. Policies that help preserve neighborhoods involve both historic preservation and economic development.

Objectives

- Use historic preservation as a basis for neighborhood improvements and community development.
- Develop neighborhood Bungalow Revitalization and Conservation Zone program designed to foster an appreciation of the residential bungalow as a distinctive housing type, encourage appropriate rehabilitation, and assist owners with adapting their homes to current needs, which in turn helps to strengthen their neighborhoods.



Family in the Belvedere neighborhood, circa 1937



Intersection of Whittier Boulevard and Atlantic Boulevard, circa 1910-1920 (Adjacent to Plan area)



Security Bank , circa 1923



A group of craftsmen houses, circa 1915



Historic Aerial of East Los Angeles in 1928 (Plan Area) before freeways were constructed



Historic Aerial of East Los Angeles in 1952 (Plan Area)

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East Los Angeles 3rd Street Specific Plan Form-Based Code

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Part 5 of Chapter 22.46 of Title 22

An ordinance establishing a form-based development code, known as the East Los Angeles 3rd Street Specific Plan Form-Based Code.

THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES ORDAINS AS FOLLOWS:

22.46.3000 Establishment of Form-Based Code

A. The Board of Supervisors establishes the East Los Angeles 3rd Street Specific Plan Form-Based Code (Form-Based Code or ordinance) pursuant to Chapter 22.46 of Title 22 of the Los Angeles County Code for the Specific Plan area shown on Regulating Plan Map (Figure 1).

B. The Board of Supervisors established the East Los Angeles 3rd Street Specific Plan (Specific Plan) pursuant to Government Code section 65356 through adoption of a Resolution. This policy document is comprised of the following sections: Introduction and Vision, Chapter 1 (Goals and Policies), Chapter 2 (Public Realm), Chapter 3 (Mobility), Chapter 4 (Historic Preservation), and Chapter 5 (Form-Based Code or ordinance).

22.46.3001 Intent and Purpose

This Form-Based Code is established to:

A. Update development standards by establishing a Form-Based Code, which translates the Specific Plan goals and policies into prescriptive evaluation standards and implementing options, ensuring that new development exhibit high standards of urban design, architecture and landscaping.

B. Establish allowable uses and provide procedures for implementing requirements for these uses. The requirements contained herein provide the necessary flexibility to accommodate future development and to achieve compatibility between land uses.

C. Set forth comprehensive principles, standards, implementing options, and procedures to ensure the orderly development of the Specific Plan area into a mixed-use and multi-modal community with residences, offices, entertainment, dining, and retail venues that create business and job opportunities to enhance the economic vitality of the County of Los Angeles consistent with the intent, purpose and goals of the General Plan.

D. Provide added opportunities to expand residential and commercial uses by allowing additional allowed commercial floor area and dwelling units within the Specific Plan area.

22.46.3002 Applicability

A. General Applicability. The Form-Based Code for the Specific Plan area shall apply to all new development projects for which a complete application has been filed on or after the effective date of the ordinance containing these regulations. A complete application that was filed before the effective date of the Form-Based Code shall comply with the regulations and all applicable Title 22 provisions that were in effect at the time that the respective complete applications were filed.

B. Additions, Repairs, or Modifications to Existing Development. The standards and regulations contained in this Form-Based Code shall apply to additions, or modifications to existing development, and new uses proposed for existing facilities, except where stated below. When additions are made to existing development that is not otherwise exempt by this subsection 22.46.3002.B, the Form-Based Code regulations shall apply only to the addition. When modifications are made to existing development, such as new signs, landscaping, facade treatments, parking, or a change in use, only those aspects being modified shall be required to be in compliance with the Form-Based Code regulations.

1. Normal maintenance to an existing building or structure which is necessary to ensure it is safe and habitable for its ordinary and intended use;

2. Remodeling of interior space which does not cause an increase in the gross square footage of nonresidential floor area, the number of hotel rooms, or the number of dwelling units, and if such interior remodeling does not cause windows to be removed;

3. Modifications to properties with a valid conditional use permit in good standing upon the effective date of this Form-Based Code shall not be subject to the regulations contained herein and instead shall be allowed to conform to the condition of approval requirements of said conditional use permit, and may be amended pursuant to Part 11 of Chapter 22.56 of Title 22 or a Revised Exhibit "A" in compliance with the requirements of the zoning district in effect for such property prior to the effective date of this Form-Based Code; except when a new conditional use permit is required, in which case the Form-Based Code regulations shall apply to that new conditional use permit application.

4. Designated Historic Landmark. The Hearing Officer, pursuant to a Specific Plan Substantial Conformance Review, may waive provisions of this Form-Based Code for the repair or restoration of a Designated Historic Landmark.

C. Non-Conforming Uses, Buildings, or Structures.

1. Generally. Except as otherwise provided for in this subsection C.1, the nonconforming use and structure provisions in Sections 22.56.1500, et seq., of Title 22 shall apply to all uses and structures in the Specific Plan area that were legally established or built prior to the effective date of the ordinance containing the Form-Based Code regulations, except for the following:

   a. The termination period enumerated in section 22.56.1540 shall not apply to dwelling units that legally existed prior to the effective date of this ordinance. For the purposes of this subsection C.1, dwelling units that legally existed prior to the effective date of this Form-Based Code shall be considered conforming.

   b. Buildings that were originally constructed as a Neighborhood Market in an underlying residential zone and which legally existed prior to the effective date of this Form-Based Code may be made a conforming use with an approved Specific Plan Substantial Conformance Review pursuant to section 22.46.3003.D. of this Form-Based Code.

   c. Earthquake Hazard Reduction. Alterations to nonconforming buildings or structures due to seismic retrofitting requirements in compliance with Chapters 95 and 96 of Title 26 (Building Code) are allowed; and the provisions in section 22.56.1510.H related to

the maintenance of nonconforming buildings or structures shall not apply to such alterations.

D. Existing Uses of Right to Conditional Uses and Nonconforming Uses. Any existing structure or use established as a conditional use permit or is authorized to continue pursuant to a nonconforming use permit, under any previous regulations contained in Title 22, shall be a lawful conditional use or nonconforming use upon the effective date of this Form-Based Code. Such conditional use permit or nonconforming use permit status is subject to all conditions of approval contained therein.

E. Large Projects. All new development in which a proposed building or structure is greater than 30,000 gross square feet in floor area, or a proposed addition or alteration to an existing building or structure increases or decreases the gross floor area by 30,000 square feet, such development shall require a Specific Plan Substantial Conformance Review determination pursuant to Section 22.46.3004.D.

22.46.3003 Administration

A. Other Requirements May Apply. No provision in this Form-Based Code eliminates the need for obtaining any other permit required by the County, or any permit, approval or entitlement required by any other applicable special district or agency, and/or the regulations of any State, or Federal agency.

B. Prohibited Uses and Facilities. Any other uses and facilities not listed in or defined in section 22.46.3005 of this Form-Based Code as allowed uses and facilities are prohibited.

C. Severability. If any provision of this Form-Based Code or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Form-Based Code provisions, clauses, or applications thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Form-Based Code are declared to be severable.

D. Relationship to Title 22 of the County Code.

1. The provisions contained in this Form-Based Code shall be considered in combination with the provisions set forth in Title 22 (Planning and Zoning) of the County Code.

2. Where provisions of this Form-Based Code conflict with provisions of Title 22, this Form-Based code shall govern.

3. Where provisions of this Form-Based Code are silent Title 22 shall govern.

E. Provisions of this Form-Based Code are activated by “shall” when required; “should” when recommended; and “may” when optional.

F. Capitalized terms used throughout this Form-Based Code are defined herein.

G. The metrics contained herein are an integral part of this Form-Based Code. However, the diagrams and illustrations that accompany them should be considered guidelines. Where in conflict, numerical metrics shall take precedence over graphic metrics.

H. Encroachments in Public Right-of-Way. All design features including, but not limited to, canopies, awnings, overhanging roofs, ornamental light fixtures, columns, or other architectural elements that encroach within the public right-of-way shall be subject to Title 16 and Title 26 of the County Code, as applicable.

22.46.3004 Project Review Procedures

A. No new uses shall be established and no grading or building permits shall be issued until an application has been approved pursuant to the required permit type as listed in section 22.46.3009 and the applicable procedures set forth in Titles 21 and 22 not addressed by this Form-Based Code.

B. Ministerial Site Plan Review.

1. Review Authority. The Director shall have the authority to review projects subject to a Ministerial Site Plan Review for substantial compliance with the applicable requirements of this Form-Based Code and of Title 22.

2. Application Requirements. A Ministerial Site Plan Review application shall be completed on a form provided by the Department, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.

3. Determination. If the project is in compliance with the applicable requirements of this Form-Based Code and applicable provisions of Title 22 not addressed by this Form-Based Code, the Director shall grant a Site Plan Review approval. If the project fails to be in compliance with the applicable requirements of this Form-Based Code or applicable provisions of Title 22 not addressed by this Form-Based Code, the Director shall deny the application for a ministerial Site Plan Review.

C. Modification.

1. Review Authority. The Hearing Officer shall have the authority to review projects requesting a Modification for substantial compliance with the applicable requirements of this Form-Based Code and Title 22.

2. Application Requirements. A modification application shall be completed using the Zoning Permit Application, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.

3. Procedures. A modification shall be reviewed pursuant to Part 4 of Chapter 22.60 of Title 22 (Public Hearings).

4. Determination. Pursuant with Part 1 of Chapter 22.60 of Title 22 (Public Hearings) and upon determination by the Hearing Officer that the request for a modification is consistent with the principles and standards of Section 22.56.1690 of Part 12 of Title 22, the Hearing Officer may approve the following modifications:

Requirement	Maximum Modification
a. Lot Width	10%

Requirement	Maximum Modification
b. Setback Requirements	15%
c. Building Height	10%
d. Building Size/Massing	15%
e. Open Space Area/Landscaping	15%
f. Sign Height/Width/Area	10%
g. Parking Spaces	10%
h. Loading Areas	May be modified or waived.

Table 1, Modifications

5. Appeals. The decision of the Hearing Officer may be appealed pursuant to Part 5 of Chapter 22.60 of Title 22 (Appeal Procedures).

6. Revisions to Modification. Revisions to a modification grant may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new modification.

D. Specific Plan Substantial Conformance Review.

1. Review Authority. The Hearing Officer shall have the authority to review projects subject to a Specific Plan Substantial Conformance Review for substantial compliance with the applicable standards and implementing options of this Form-Based Code and applicable provisions of Title 22 not addressed by this Form-Based Code.

2. Application Requirements. A Specific Plan Substantial Conformance Review application shall be completed using the Zoning Permit Application, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.

3. Procedures. A Specific Plan Substantial Conformance Review shall be reviewed pursuant to Part 1 of Chapter 22.60 of Title 22 (Public Hearings).

4. Burden of Proof. The applicant shall substantiate to the satisfaction of the Hearing Officer the following:

   a. The approval of the project is in conformance with applicable provisions of this Form-Based Code and pertinent provisions of the Title 22.

   b. The approval of the project is in the interest of the public health, safety, and general welfare.

   c. Site layout, open space, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls and fences, are designed to provide a desirable environment within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses.

d. Architectural character, scale, and quality of design, building materials, colors, screening of exterior appurtenances, and signs, are designed to ensure the compatibility of the development with the Form-Based Code and the character of the neighborhood.

e. Landscaping, including the location, type, size, color, texture, and coverage of plant materials planned at the time of planting are designed and developed to complement buildings and structures, and to provide an attractive environment for the enjoyment of the public, and there is a provision for irrigation, maintenance, and protection of landscaped areas and similar elements providing visual relief.

f. Parking areas are designed and developed to buffer surrounding land uses; complement pedestrian-oriented development; enhance the environmental quality of the site, including minimizing storm water run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.

g. Lighting and lighting fixtures are designed to complement buildings, are of appropriate scale, avoid creating glare, and provide adequate light over walkways and parking areas to create a sense of pedestrian safety.

5. Appeals. The decision of the Hearing Officer may be appealed pursuant to Part 5 of Chapter 22.60 of Title 22 (Appeal Procedures).

6. Revisions to Specific Plan Substantial Conformance Review. Revisions to a Specific Plan Substantial Conformance Review may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new Specific Plan Substantial Conformance Review.

E. Conditional Use Permit. The review procedures for a Conditional Use Permit shall be the same as those prescribed in Part 19 of Chapter 22.56 of Title 22 (Conditional Use Permit), except that in addition to the required burden of proof in Section 22.56.040 of Title 22, the burden of proof for a Specific Plan Substantial Conformance Review in Section 22.46.3004 of this Form-Based Code shall also be met.

22.46.3005 Definitions of Uses and Terms

The following definitions shall apply to the uses and terms when used in this Form-Based Code.

A. Definitions of Uses.

1. Alcoholic Beverage Sales: A place of business selling alcoholic beverages for on-site or off-site consumption, and where the sale of food may be incidental to the sale of such beverages. This includes any establishment that has a valid alcoholic beverage control license from the State. Alcohol beverage sales may include, but is not limited to restaurants, bars, taverns, liquor stores, cocktail lounges, nightclubs, or supper clubs.

2. Auto-Related, Commercial: A place of business serving auto-related needs including, but not limited to: car rental; car wash; gas station; mechanic offering routine minor maintenance, such as fluid replacement, wiper blade replacement, flat tire repair or similar activities that produce minimal noise, vibration or fumes and that exclude activities listed under the definition of "auto-related industrial establishment" in this subsection; consumer

retail auto parts; indoor vehicle sales. Excluded are: auto-related commercial storage facilities and drive-through establishments.

3. Auto-Related, Industrial: A facility conducting activities associated with the repair or maintenance of motor vehicles, trailers, and similar large mechanical equipment; paint and body work; major overhaul of engine or engine parts; vehicle impound or wrecking yard; outdoor vehicle sales, storage or repair; and government vehicle maintenance facilities. This includes auto related uses not otherwise allowed within the auto related commercial establishment category.

4. Artisan/Craft Product Manufacturing: An establishment that manufactures and/or assembles small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products, where any retail sales, if any, are incidental to the manufacturing activity.

5. Commercial, General: A place of business providing the sale and display of goods or sale of services directly to the consumer, with goods available for immediate purchase and removal from the property by the purchaser. General commercial goods include, but are not limited to, clothing, food, furniture, pharmaceuticals, books, antiques, art. General commercial service includes, but is not limited to, barber/beauty shops, bicycle rentals, travel agencies, retail stores, banks, retail dry cleaning with limited equipment, express delivery service, photo studios, repair service establishments, employment office, and veterinary clinic. Excluded are drive-through establishments.

6. Commercial, Restricted: A use which because of its characteristics or location with reference to its surroundings may be suitable only in specific locations and only if such uses are designed or arranged on the site in a particular manner. The Hearing Officer may impose conditions to ensure the purpose and intent of this Form-Based Code are satisfied including, but not limited to, location, construction, maintenance, operation, site planning, traffic control, and time limits for the use. Restricted Commercial may include, but is not limited to, tobacco shops, cigar bars, hookah bars, nail salons, dry cleaning plants, mortuary, tattoo and body piercing, massage parlors, check-cashing stores, bail bonds, pawn shops, food and beverage processing.

7. Community Facility: A non-commercial facility established primarily for the benefit and service of the general public of the community in which it is located. Such facilities may include, but are not limited to: community centers, County field offices, police and fire stations, and cultural facilities, such as libraries and museums.

8. Community Residence: Includes, but is not limited to, the following uses:

   - Adult day care facility
   - Adult residential facility
   - Child care centers
   - Dormitory
   - Family child care home, large
   - Family child care home, small
   - Foster family home
   - Group home, children, limited to six or fewer persons
   - Group home, children
   - Homeless shelter

- Juvenile hall
- Small family home, children

9. Community Support Facility: A facility providing basic services, for the benefit and service of the population of the community in which it is located. Such facilities may include but are not limited to: extended care facilities, nursing homes, convalescent homes, continuing care facility, or assisted living facility.

10. Designated Historic Landmark: Is a property that meets either of the following:

    a. Listed in the National Register of Historic Places as defined in Section 1.191-2(b) of Title 26 of the Code of Federal Regulations.

    b. Listed in any State or County official register of historical or architecturally significant sites, places, or landmarks.

11. Entertainment, Major: A place of business serving the amusement and recreational needs of the community with an occupant load of 200 or more people. Such facility may include, but is not limited to: cinemas, billiard parlors, cabarets, teen clubs, dance halls, or game arcades.

12. Entertainment, Minor: A place of business serving the amusement and recreational needs of the community with an occupant load of less than 200 people. Such facility may include, but is not limited to: cinemas, billiard parlors, cabarets, teen clubs, dance halls, or game arcades.

13. Food Service: A place of business dedicated to the preparation and sale of food and beverage for immediate consumption on or off-site.

14. Infrastructure and Utilities: A facility or structure related to the provision of roads, transit facilities, water and sewer lines, electrical, telephone and cable transmission, wireless telecommunication facilities and all other utilities and communication systems necessary to the functioning of a community.

15. Learning Center: A facility offering to students training, tutoring or instruction in subjects such as languages, music, fine arts, or dance. This may include provision of electronic testing and distance learning.

16. Major Facility: A facility of an institutional nature including but not limited to hospitals, public health and social service facilities, medical clinics, research facilities, shelters, judicial buildings, jails, juvenile halls, detention facilities, cemeteries, mausoleums, ambulance services, pharmaceutical laboratories, human testing, animal husbandry, incinerators.

17. Manufacturing and Processing Facility: A facility primarily engaged in the manufacturing, processing, repair or assembly of goods.

18. Office: A building or portion thereof used for conducting a business, profession, service, or government function. Such facilities may include, but are not limited to, offices of attorneys, engineers, architects, physicians, dentists, accountants, financial institutions, real estate companies, insurance companies, financial planners, or corporate offices, and excludes manufacturing activities.

19. Place of Assembly: A facility for public assembly including, but not limited to: arenas, auditoriums, banquet halls, conference facilities, convention centers, exhibition halls, major sports facilities, theaters and performing arts centers.

20. Products and Services Facility: A public or private facility providing industrial and other services to individuals or businesses. This may include but is not limited to laundry/dry cleaning plants; metal, machine or welding shops. This may also includes special services such as pharmaceutical laboratories, animal kennels, government maintenance facilities, and solid waste facilities.

21. Public Parking: A non-accessory parking facility available to the general public for parking motor vehicles, including parking lots or parking structures. This use does not include parking located in the public right-of-way.

22. Recreational, Commercial: A place of business providing group leisure activities, often requiring equipment and open to the public with or without entry or activity fees. This may include, but is not limited to: game courts, skating rinks, bowling alleys, and commercial golf facilities, gyms, or sports rooms.

23. Recreational, Non-Commercial: A non-commercial facility, primarily an open space, serving the recreation needs of the general public. This may include but is not limited to: golf courses, parks, playfields and playgrounds.

24. Religious Facility: A facility used for regular organized religious worship and related activities.

25. Research Facility: A facility use primarily for research and development that does not involve the use of human testing, animal husbandry, incinerators, heavy equipment, mass manufacturing, fabrication, processing, or sale of products.

26. Schools: Any public, parochial, private, charitable or non-profit school, college or university, other than trade or business schools, which may include instructional and recreational uses, living quarters, dining rooms, restaurants, heating plants and other incidental facilities for students, teachers and employees, including educational uses such as: boarding, charter, pre-school, elementary school, middle school, high school, college and university.

27. Special Training/Vocational: A facility offering instruction or training in trades or occupations such as secretarial, paralegal, business, beauty, barber, bartender, acupuncture, massage, or other similar vocations. This classification excludes training and education for any activity that is not otherwise allowed in the zone.

28. Storage and Distribution Facility: A facility providing long-term or short-term storage, selling or distribution of merchandise. This includes but is not limited to: container yards; crating, packing and shipping service; heavy equipment sales, service and storage; storage, warehousing or distribution establishments; public storage facilities or commercial storage facilities; or outdoor storage of building materials.

B. Definitions of Terms.

1. Attic: The space between the ceiling joists and roof rafters of a structure. Attics may be accessible by a staircase or other means.

2. Arcade: See Frontage Type Standards for Arcade (Section 22.46.3011).

3. Awning Sign: See Sign Standards for Awning Sign (Section 22.46.3012).

4. Bulkhead: A low partition wall that located between the grade and window opening(s) used for the display of merchandise.

5. Cabinet Sign: Means a sign in which a removable sign face (usually with translucent sign graphics) is enclosed on all edges by a metal cabinet. A Cabinet Sign may also be multi-sided.

6. Civic Space: An open area dedicated for public use, typically for community gatherings.

7. "Clearly Visible From the Street": Where a project is "clearly visible from the street," the definition of the Street includes sidewalks, square, plaza, civic greens, parks, and all public space except alleys. A building element more than 30 feet from the building line or Street is considered not Clearly Visible From the Street. A common wall is considered not Clearly Visible From the Street.

8. Colonnade: A series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

9. Compatible: Means the characteristics of different uses or activities or design, which allow them to be located near or adjacent to each other so as to be in harmony and to avoid abrupt or severe differences. Some elements affecting compatibility include height, scale, mass and bulk of structures. Other characteristics include pedestrian or vehicular traffic, circulation, access and parking impacts. Other important characteristics that affect compatibility are landscaping, lighting, noise, odor, and architecture. Compatibility does not mean "the same as." Rather, compatibility refers to the sensitivity of development proposals in maintaining the character of existing development.

10. Court: See Building Type Standards for Court (Section 22.46.3010).

11. Creative Sign: A sign that meets requirements of Section 22.46.3012.F of this Form-Based Code and has a Creative Sign permit.

12. Curb, Curb Line: A stone, concrete, or other improved boundary marking the edge of the roadway or paved area.

13. Drive-through Establishment: Retail or service business where services may be obtained by motorists without leaving their vehicles. Examples include automated teller machines (ATMs), banks, pharmacies, and food service establishments.

14. Duplex/Triplex: See Building Type Standards for Duplex/Triplex (Section 22.46.3010).

15. Facade: The exterior wall of a building that is set along a frontage line that supports the public realm, and is subject to frontage requirements.

16. Flex Block: See Building Type Standards for Flex Block (Section 22.46.3010).

17. Flex Space: Ground level floor area that is structurally built to accommodate both residential and non-residential uses; such as that in a live-work building.

18. Forecourt: See Frontage Type Standards for Forecourt (Section 22.46.3011).

19. Front Yard/Porch: See Frontage Type Standards for Front Yard/Porch (Section 22.46.3011).

20. Gallery: See Frontage Type Standards for Gallery (Section 22.46.3011).

21. Half-Story: A partial story located above a full story and underneath a sloping roof, where the roof planes intersect two opposite exterior walls at a height of no more than 3 feet above the half-story floor level.

22. House: See Building Type Standards for House (Section 22.46.3010).

23. Hybrid Court: See Building Type Standards for Hybrid Court (Section 22.46.3010).

24. I-710: Refers to Interstate Highway 710, otherwise known as the Long Beach Freeway.

25. Lined Block: See Building Type Standards for Lined Block (Section 22.46.3010).

26. Live/Work: See 'Flex Space.'

27. Main Entrance. A main entrance is the entrance to a building that most pedestrians are expected to use. Generally, each building has one main entrance and it is the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, by definition there is no main entrance. In single-tenant buildings, main entrances typically open directly into lobby, reception, or sales areas

28. Neighborhood Market: A neighborhood serving retail store with merchandise oriented to daily convenience shopping needs, including fresh foods and produce. The sale of used merchandise is prohibited therein.

29. Relief: An architectural element in which forms or figures are distinguished from a surrounding plane surface or wall. Typical relief may include projecting detail or carved or molded ornamentation that projects from a flat surface.

30. Rowhouse: See Building Type Standards for Rowhouse (Section 22.46.3010).

31. Setback, Setback Line: The area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures except: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks, which are allowed to encroach into the setback.

32. Projecting Sign: See Sign Standards for Projecting Sign (Section 22.46.3012).

33. Shared Parking: An accounting for parking spaces that are available to more than one use.

34. Shop Front: See Frontage Type Standards for Shop Front (Section 22.46.3011).

35. Stoop: See Frontage Type Standards for Stoop (Section 22.46.3011).

36. Story: A habitable level within a building from finished floor to finished ceiling. Attics and raised basements are not considered a story for the purposes of determining building height.

37. Street, Front: A street that is predominately bordered by front lot lines and which the front facade of a structure would normally face.

38. Street, Side: A street or right-of-way that is not a front street or an alley.

39. Terrace: See Frontage Type Standards for Terrace (Section 22.46.3011).

40. Title 22: Means Title 22 of the County Code of Los Angeles County, California.

41. Transect Zone: A designated area governed by the regulations set forth in this Form-Based Code that describe the physical form and character of a place according to the desired intensity of its land use and urbanism. [See East Los Angeles 3rd Street Specific Plan, Introduction and Vision Chapter (Framework for the Change)]. See also Section 22.46.3009 (Transect Zone Standards).

42. Use, accessory: A use customarily incidental to, related and clearly subordinate to a principal use established on the same lot or lot of land, which accessory use does not alter said principal use nor serve property other than the lot or lot of land on which the principal use is located. “Appurtenant use” means the same as accessory use.

43. Wall Sign: See Sign Standards for Wall Sign (Section 22.46.3012).

44. Yard Sign: See Sign Standards for Yard Sign (Section 22.46.3012).

22.46.3006 Regulating Plan

A. Purpose. This section establishes eight transect zones as delineated in Figure 1 Regulating Plan Map (See following page):

- 3rd Street (TOD)
- Cesar E. Chavez Avenue (CC)
- 1st Street (FS)
- Atlantic Boulevard (AB)
- Neighborhood Center (NC)
- Low-Medium Density Residential (LMD)
- Civic (CV)
- Open Space (OS)

B. Applicability. The Regulating Plan (Figure 1 Regulating Plan Map) applies to all land within the Specific Plan area.

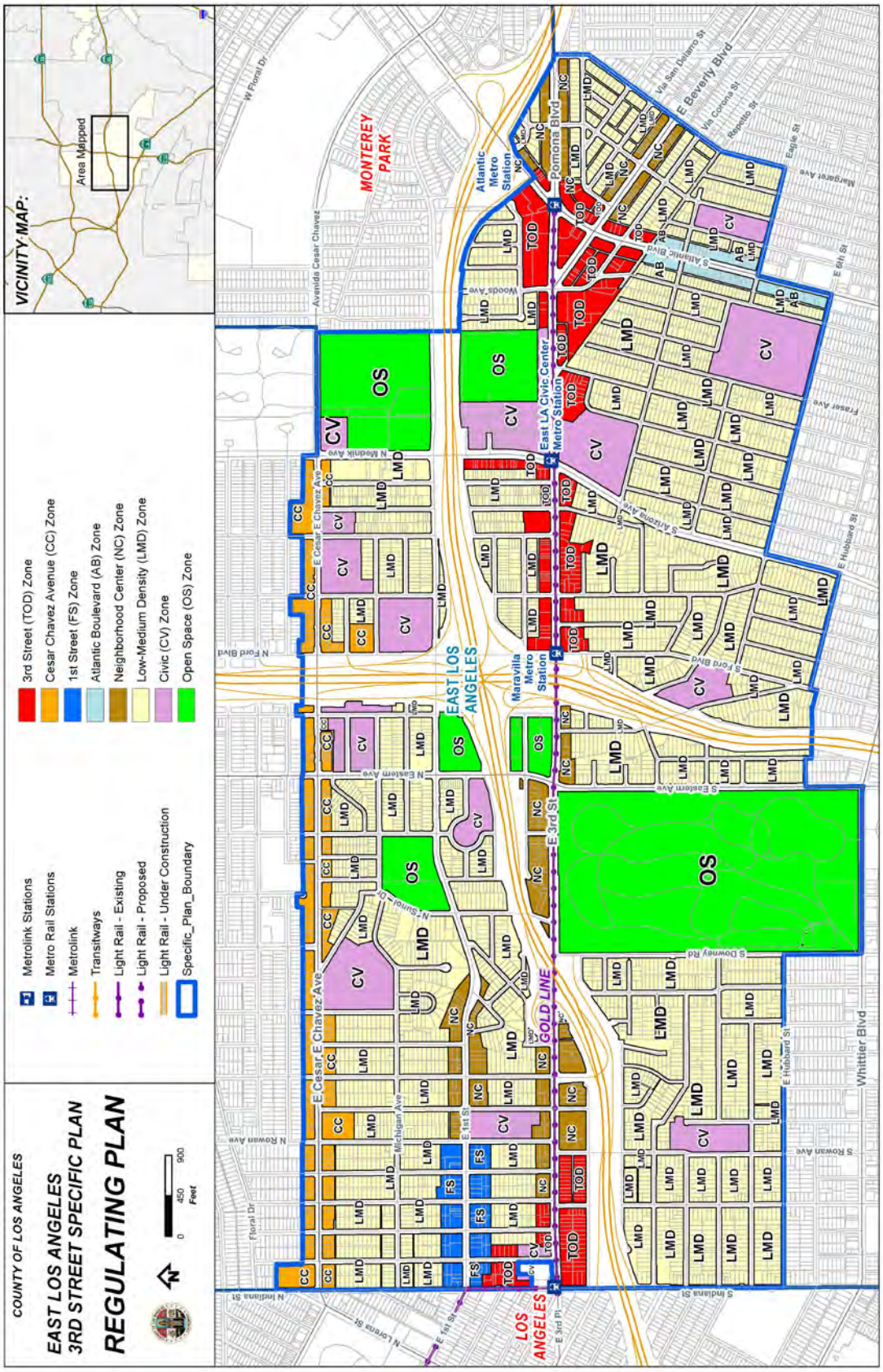


Figure 1 Regulating Plan Map

22.46.3007 General Standards

A. Purpose. This section establishes standards that supplement the regulations of each transect zone. These standards are specific to particular aspects of development.

B. Standards for Non-Residential Uses.

1. Mechanical Equipment and Utility Standards. Mechanical equipment, including air conditioning, piping, ducts, and conduits external to the building, shall be concealed from view from adjacent buildings and street level by landscaping, grills, screens or other enclosures.

2. Outdoor Lighting. Outdoor lighting shall comply with the following requirements:

   a. The light source (i.e., bulb, etc.) shall not be visible from off-site.

   b. Glare and reflections shall be confined to the boundaries of the site. Each light source shall be shielded and directed away from adjoining properties and public rights-of-way.

3. Operational Standards. All non-residential uses shall be conducted and located within an enclosed building, except that the following uses may be conducted outside of an enclosed building:

   a. Outdoor dining;

   b. Bicycle sharing station;

   c. Seasonal outdoor sales of plants, trees, or produce up to twice a year for up to five consecutive weeks;

   d. Other outdoor uses as allowed by this Form-Based Code within the transect zone.

4. Allowed Outdoor Fixtures. Outdoor fixtures such as, tables, chairs, umbrellas, landscape pots, valet stations, bicycle racks, planters, benches, bus shelters, kiosks, and waste receptacles are allowed.

5. Prohibited Outdoor Fixtures. The following outdoor fixtures are prohibited where located outdoors and Clearly Visible From the Street:

   Donation boxes; Machines such as, but not limited to, photo booths, penny crunching machines, blood pressure machines, fortune-telling machines, video games, animated characters and other such machines that are internally illuminated, or have moving parts, make noise, and/or have flashing lights; Inanimate figures such as horses, kangaroos, bears, gorillas, mannequins or any such animal, cartoon, or human figure.

C. Parking.

1. Purpose. This subsection regulates and ensures the provision for motor vehicles and bicycles. The subsection also provides options for adjusting parking requirements. These standards ensure that parking needs of new land uses and development are met, while

ensuring parking spaces are provided and located in a manner to promote the development of a walkable community.

2. General Parking Standards.

    a. The minimum number of parking spaces shall be provided as required by the applicable transect zone (See Section 22.46.3009), except as follows:

        i. There is no minimum non-residential use parking for properties located within 500 feet from any Metro rail station, as measured along the thoroughfare right-of-way between both sites.

        ii. No additional parking spaces are required for accessory outdoor dining.

        iii. Change of land use. As long as the gross square footage of an existing building or structure is the same or less, no new parking or loading spaces are required for a change of land use. In the event that the gross floor area of the building or structure is increased, only the increased gross floor area shall provide parking and loading spaces as required by this subsection.

    b. Off-Site Parking, non-residential. Required off-street parking for non-residential uses may be provided off-site if the following requirements are met:

        i. The required parking is provided in an off-street parking facility on another site within 500 feet of the site proposed for development, as measured along thoroughfare right-of-ways that provide access to both sites;

        ii. Pedestrian access between the site and the off -site parking area shall be via concrete or paved sidewalk or walkway; and

        iii. The owners of the site and the off-site parking area shall provide a recorded parking agreement or covenant in a form approved by the Director reflecting the arrangement between the sites.

3. Shared Parking, non-residential. The shared use of parking spaces may occur where two or more non-residential uses located on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times or because parking demands can be managed in a shared parking facility. The shared use of required non-residential parking is allowed pursuant to a Specific Plan Substantial Conformance Review and shall include:

    a. The names and addresses of the uses and of the owners or tenants that are sharing the parking; and

    b. The number of parking spaces that are being shared; and

    c. Evidence, provided by the applicant, that location of the parking is no more than 500 feet from each use as measured along the thoroughfare right-of-way between both sites; and

d. An analysis, provided by the applicant, showing that the peak parking times of the uses occur at different times and that the parking shall be sufficient for said uses; and

e. A covenant between the property owners that guarantees access to the parking for said uses; and

f. Any operational limitations on the shared parking, including but not limited to time limits or hours of the day; and

g. Any designated signage and parking space markings.

4. Landscaping and Screening. Parking lots shall be screened and obscured, for the purpose of minimizing views of parked vehicles from the public right-of-way. If the requirements of this subsection are determined to be technologically infeasible or impractical, a different landscape configuration or alternative materials may be substituted, at the discretion of the Hearing Officer, pursuant to a Specific Plan Substantial Conformance Review.

   a. Adjacent to residential zone. Where a parking is located on property adjoining a residential zone, in addition to the requirements of this subsection, the applicable provisions of section 22.52.1060.D shall apply.

   b. Trees. Parking lots with more than 12 parking spaces shall provide a minimum of one 24 inch box canopy shade tree for every six parking spaces. Required trees shall be evenly planted and distributed in an "orchard" configuration (placement of trees in uniformly-spaced rows) within the interior parking lot area, and shall be planted within raised curbed planter islands of at least four feet wide.

   c. Landscaped Setback and Screening. The required setback area shall be landscaped with living plant material and screened with a continuous landscaped hedge, masonry or stone wall, landscaped berm consisting of living plant material, or any combination thereof so that views of parked vehicles are minimized and obscured. Screening of parking areas shall meet the following requirements:

      i. At the time of installation, such screening shall be at least 30 inches in height. A wall or fence shall not exceed 36 inches in height.

      ii. Any plant screening screen shall reach a maximum height of 36 inches within two years of planting.

      iii. Walls shall receive the same architectural treatment on both sides.

      iv. When a wall is used, the wall shall be placed on the interior line of the required setback and said setback shall be landscaped with living plant material and a continuous hedge.

      v. Wood and chain link fences are not allowed.

      vi. Irrigation. A permanent and automatic irrigation system shall be installed and maintained for landscaped areas.

5. Lighting. Parking lot lighting shall comply with the following requirements.

a. Outdoor light fixtures shall be limited to a maximum height of 15 feet.

b. Lighting shall be shielded or recessed so that:

i. The light source (i.e., bulb, etc.) is not visible from off the site; and

ii. Glare and reflections shall be confined to the boundaries of the site. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.

6. Materials.

a. All parking lots and driveways shall be surfaced with materials approved by the County Engineer.

b. The use of pervious or semi-pervious parking area surfacing materials including, but not limited to "grasscrete," or recycled materials such as glass, rubber, used asphalt, brick, block and concrete, may be approved by the Director for required vehicular surface area on a site, provided such areas are properly maintained. Where possible, such materials should be used in areas in proximity to and in combination with on-site storm water control devices.

7. Parking Canopy Structures. The installation of solar photovoltaic, hot water systems on canopies, green roofs, or other structures over parking areas is encouraged. Setback and height restrictions apply, and fire apparatus access lanes shall not be obstructed. Canopies or similar structures that provide coverage like a roof shall be included in building coverage calculations. Freestanding solar structures, such as solar panel "trees" that do not provide coverage like a roof shall not be included in building coverage calculations.

22.46.3008 Development Requirements and Implementing Options

A. Purpose. This section establishes standards that supplement the regulations of each transect zone and are specific to particular aspects of development, such as architectural character, building articulation, and finish materials.

B. Applicability: All buildings types, except the House and Duplex/Triplex building types used exclusively for residential uses shall be subject to the requirements and implementing options of this section.

C. Context and Architectural Character.

1. Requirements.

Refer to Sections 22.46.3010 (Building Types) and 22.46.3011 (Frontage Types) for specific architectural character requirements.

2. Implementing Options.

Proposed buildings should Compatible with the architectural characteristics of surrounding buildings. The intent is to allow for a range of architectural expressions that complement the existing urban fabric. The proposed building design should be is based upon and reflect a thorough analysis of the surrounding patterns with regard to the following:

a. Building orientation;
b. Horizontal and vertical building articulation;
c. Architectural style;
d. Building scale and proportion;
e. Roof line and form;
f. Window pattern and detailing;
g. Architectural detailing;
h. Exterior finish materials and colors; and
i. Lighting and landscape patterns.

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

D. Building Massing and Articulation.

1. Requirements.

a. Facade Height Articulation Elements. Each building with more than one story, or portions of buildings with more than one story, shall have at minimum a distinctive: building base; building middle; and building top (eave, cornice and/or parapet line) that complement and balance one another. See Figure 2, Facade Height Articulation Elements below.

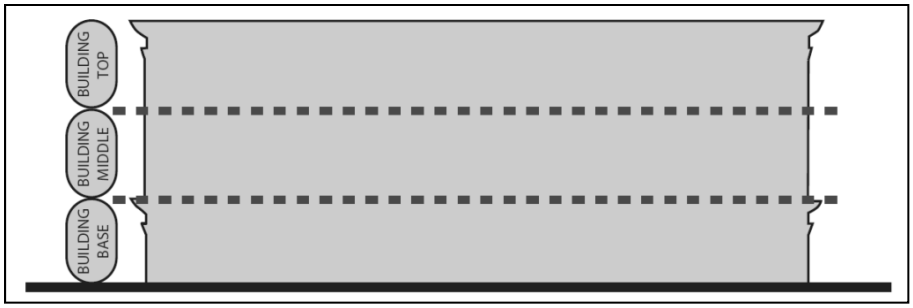


Figure 2, Facade Height Articulation Elements

b. Main Entrances shall be easily identifiable and distinguishable from other ground floor entries, such as individual tenant spaces. At least one of the following treatments shall be used for a main building entrance:

   i. Marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of the building surface;

   ii. Located in the center of the facade, as part of a symmetrical overall composition;

   iii. Accented by architectural elements, such as columns, overhanging roofs, awnings, or ornamental light fixtures;

   iv. Marked or accented by a change in the roofline or change in the roof type; or

   v. Corner buildings shall provide prominent corner entrances for shops or other activity-generating uses.

2. Implementing Options.

   a. Articulation. Horizontal articulations are recommended and may be produced by material changes or applied facade elements. Vertical articulations of buildings should be produced by variations in rooflines; window groupings; applied facade elements such piers or pilasters, bay windows and balconies; entrance stoops and porches; or subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements should break up long, monolithic building facades along the street.

   b. Building base. A building base articulation may be as simple as a small projection of the wall surface and/or a different material or color. A building base may be created by a heavier or thicker design treatment of the entire ground floor for a building of two or more floors, or by a setback of the upper floors.

   c. Building middle. The building middle articulation may be created using façade offsets, which are slight recesses in the wall plane. It should include multiple architectural rhythms derived through step backs, changes in plane, changes in materials or colors, window types, window sizes, pairing or multiples of windows, or other detailing.

   d. Building top. The building top should consist of a horizontal decorative molding that crowns the building. It should be aesthetically differentiated from the building middle.

The differentiation may be significant or subtle. Possible approaches include variations in color, materials, ornamentation, or shape.

e. The location, spacing, materials, and colors of exposed downspouts, gutters, scuppers, and other visible roof drainage components should be incorporated into the architectural composition of the façade and roof; haphazard placement should be avoided. Downspouts should be concealed within walls.

E. Wall Surface Materials.

A. Requirements.

1. Building walls shall be constructed primarily of durable materials such as brick, natural stone, terra cotta, decorative concrete, metal, glass, or other similar materials, and as follows:

a. Requirements for the use of decorative concrete block, stucco or other similar troweled finishes in non-residential, mixed-use, and multifamily residential buildings:

i. Decorative concrete block. Decorative concrete block shall be limited to a maximum of 50 percent of the street facade. When used for the street facade, buildings shall incorporate a combination of textures and/or colors to add visual interest. For example, combining split or rock-facade units with smooth stone can create distinctive patterns. Cinder block (concrete masonry unit) is not allowed as an exterior finish.

ii. Stucco or other similar troweled finishes shall:

1) Be smooth to prevent the collection of dirt and surface pollutants;

2) Be trimmed or combined with wood, masonry, metal, or other durable material, and be limited to a maximum of 50 percent of the street facade; and

3) Not extend below two feet above grade of the street facade. Concrete, masonry, natural stone or other durable material shall be used for wall surfaces within two feet above grade of the street facade.

2. Side and rear building facades shall have a level of trim and finish Compatible with the front facade, if they are Clearly Visible From the Street.

3. Blank wall areas without windows or doors are only allowed on internal-block side-property line walls. Any blank exterior wall shall be treated with a graffiti-resistant coating.

4. Building walls shall contrast trim colors; for example, neutral or light walls shall have trims with darker colors for accent ; white or light window and door trim on a medium or dark building wall; or medium or dark window and door trim on a white or light building wall, or other contrasting wall and trim combinations.

5. All building elements that project from the building wall by more than 16 inches, including but not limited to decks, balconies, porch roofs and bays, shall be visibly supported by pilasters, piers, brackets, posts, columns, or beams that correspond in size to the structure above. This requirement does not apply to cantilevered elements that are typical for a specific style.

B. Implementing Options.

a. Change in materials should be used to articulate building elements such as base, body, parapets caps, bays, arcades and structural elements. Not all building elements require a change in material. Change in materials should be integral with building facade and structure, rather than an application.

b. If the building mass and pattern of windows and doors is complex, simple wall surfaces should be used (e.g. stucco, terra cotta veneer, or metal/cement paneling); if the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, ornamental reliefs, pilasters, columns and/or cornices).

c. Internal blank walls. Wall articulation or surface reliefs, decorative vines, and/or architectural murals (trompe l'oeil), and other surface enhancements should be considered and may be approved by the Director.

d. Bright colors should be used sparingly. Typical applications of bright colors are fabric awnings. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.

e. A secondary color may be used to give additional emphasis to building walls and architectural features such as building bases (like a wainscot), plasters, cornices, capitals, and bands.

F. Wall Openings.

1. Requirements.

a. For storefront frontages: Window-to-Wall Proportion. In general, upper stories shall have a window to wall area proportion that is less than that of ground floor storefronts. Glass curtain walls or portions of glass curtain walls are exempt from this standard.

b. Window Inset. Glass shall be recessed or project at least three inches from the exterior wall surface to add relief or dimension to the wall surface. Glass curtain walls or portions of glass curtain walls are exempt from this standard.

c. Glazing. Reflective glazing shall not be used.

2. Implementing Options.

a. Glazing. Clear glazing is strongly recommended. If tinted glazing is used, the tint shall be kept as light as possible; green, gray, and blue are recommended.

b. Shop Fronts, clerestory windows. Clerestory windows are horizontal panels of glass between the storefront and the second floor. They are a traditional element of “main street” buildings, and are recommended for all new or renovated shop fronts. Clerestory windows are acceptable locations for neon, painted-window and other relatively non-obtrusive types of signs.

c. Shop Front, recessed entries. Recessed entries are recommended as another traditional element of the main street storefront. Recommended treatments include:

i. Special paving materials, such as ceramic or mosaic tile;

ii. Ornamental ceilings, such as coffering;

iii. Decorative light fixtures.

G. Roofs.

1. Requirements.

a. A horizontal articulation shall be applied at the top of the building by projecting cornices, parapets, lintels, caps, or other architectural expression to cap the building, to differentiate the roofline from the building, and to add visual interest.

b. Flat roofs are acceptable if a cornice and/or parapet wall is provided.

c. Metal seam roofing, if used, shall be anodized, fluorocoated, or painted. Copper and lead roofs shall be natural or oxidized.

2. Implementing Options.

a. Roof forms should complement the building mass and match the principal building in terms of style, detailing, and materials.

b. Parapet walls should have cornice detailing or a distinct shape or profile, for example a gable, arc, or raised center.

22.46.3009 Transect Zone Standards

A. Purpose. This section provides regulatory standards governing building form and other related matters, such as parking placement and land use, within the transect zones.

B. Applicability. The standards of this section shall apply to all transect zones and shall be considered in combination with the standards and requirements of Sections 22.46.3007 (General Standards), 22.46.3008 (Development Requirements and Implementing Options), 22.46.3010 (Building Type Standards), and 22.46.3011 (Frontage Type Standards).

C. Allowed Land Uses and Permit Requirements. Allowed uses are provided in Table 2, Land Use Types and Permits Required by Transect Zone (see following page). Land uses are defined in Section 22.46.3005 and are allowed in the transect zones specified. Section 22.46.3004 describes procedures for obtaining project approval.

LAND USE TYPES AND PERMITS REQUIRED BY TRANSECT ZONE								
Land Use Type	**TOD**	**CC**	**FS**	**AB**	**NC**	**LMD**	**CV**	**OS**
RESIDENTIAL								
Community Residence	1	1	1	1	1	2	x	x
Residence, Apartment House	P	P	P	P	P	x	x	x
Residence, Single-Family	x	P	x	x	P	P	x	x
Residence, Two-Family	x	P	P	x	P	P	x	x
Second-Unit	x	P	x	x	P	P	x	x
LODGING								
Hotel	P	P	P	P	P	x	x	x
Motel	x	x	x	x	x	x	x	x
OFFICE								
Office	P	P	P	P	P	x	SCR	SCR
COMMERCIAL								
Alcoholic Beverage Sales	CUP	CUP	CUP	CUP	CUP	x	CUP	CUP
Auto-Related Commercial	SCR	SCR	SCR	SCR	SCR	x	x	x
Commercial, general	P	P	P	P	P	x	x	x
Commercial, restricted	SCR	SCR	SCR	SCR	SCR	x	x	x
Entertainment, major	SCR	SCR	SCR	SCR	SCR	x	CUP	CUP
Entertainment, minor	P	P	P	P	P	x	SCR	SCR
Food Service	P	P	P	P	P	x	SCR	SCR
Place of Assembly	SCR	SCR	SCR	SCR	SCR	x	x	x
Recreational, commercial	SCR	SCR	SCR	SCR	SCR	x	SCR	x
COMMUNITY								
Community Facility	SCR	SCR	SCR	SCR	SCR	CUP	SCR	SCR
Recreational, non-commercial	SCR	SCR	SCR	SCR	SCR	CUP	SCR	SCR
Religious Facility	P	P	P	P	P	CUP	SCR	x
COMMUNITY SUPPORT								
Community Support Facility	P	P	P	P	P	CUP	CUP	x
Infrastructure and Utilities	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Major Facility	SCR	SCR	SCR	SCR	SCR	x	CUP	x
Public Parking	SCR	SCR	SCR	SCR	SCR	SCR	SCR	SCR
EDUCATION								
Learning Center	P	P	P	P	P	x	x	x
Research Facility	P	P	P	P	P	x	x	x
Schools	P	P	P	P	P	CUP	CUP	x
Special Training/Vocational	P	P	P	P	P	x	x	x
INDUSTRIAL								
Artisan/Craft Production Manufacturing	P	P	P	P	P	x	x	x
Auto-Related Industrial	x	x	x	x	x	x	x	x
Manufacturing and Processing	x	x	x	x	x	x	x	x
Products and Services	x	x	x	x	x	x	x	x
Storage/Distribution Facility	x	x	x	x	x	x	x	x

Permit Requirements Key

x = Not an allowed use
P = Allowed
SCR = Specific Plan Substantial Conformance Review (22.46.3004.D)
CUP = Conditional Use Permit (22.46.3004.E)
1 = Allowed pursuant to Part 5 of Chapter 22.28 of Title 22
2 = Allowed pursuant to Part 2 of Chapter 22.20 of Title 22

Key to Transect Zone Names

TOD	3rd Street	**NC**	Neighborhood Center
CC	Cesar E. Chavez Avenue	**LMD**	Low-Medium Density Residential
FS	1st Street	**CV**	Civic
AB	Atlantic Boulevard	**OS**	Open Space

Table 2, Land Use Types and Permits Required by Transect Zone

D. Transect Zone Standards. This subsection specifies the requirements of each transect zone.

22.46.3009.D.1 3rd Street (TOD)

Property in the TOD transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court	22.46.3010.H
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

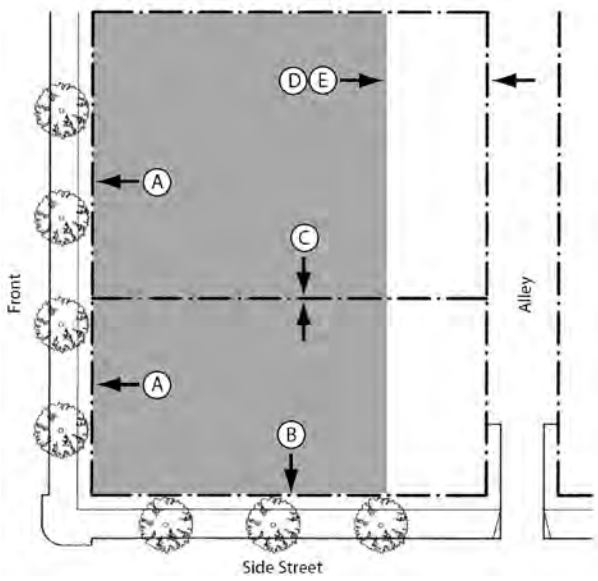
b. Required Frontage Types

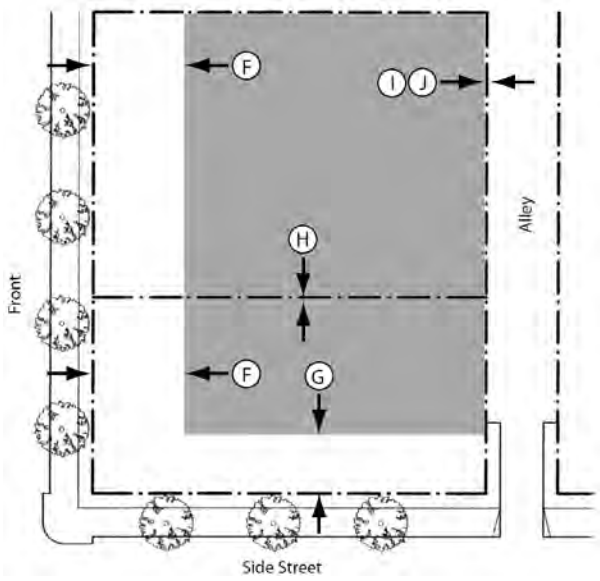
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Stoop	22.46.3011.E
Terrace	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery (Allowed only east of I-710)	22.46.3011.I
Arcade (Allowed only east of I-710)	22.46.3011.J

c. Building Form

Height	
Main Building	
Stories	3 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 40 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No spaces required	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

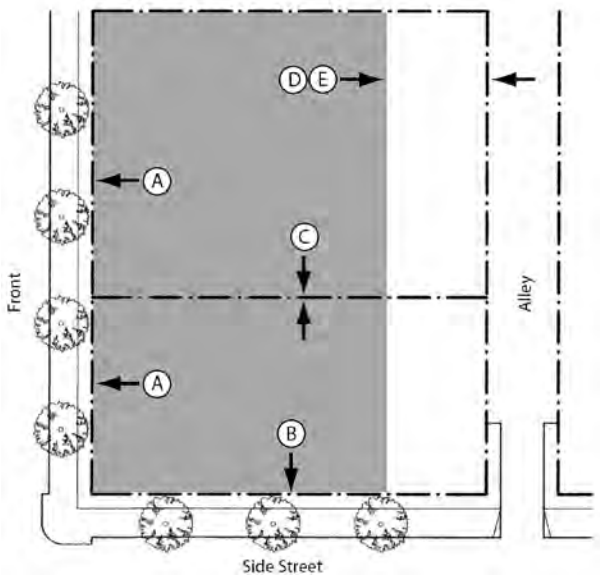
22.46.3009.D.2 Cesar E. Chavez Avenue (CC)

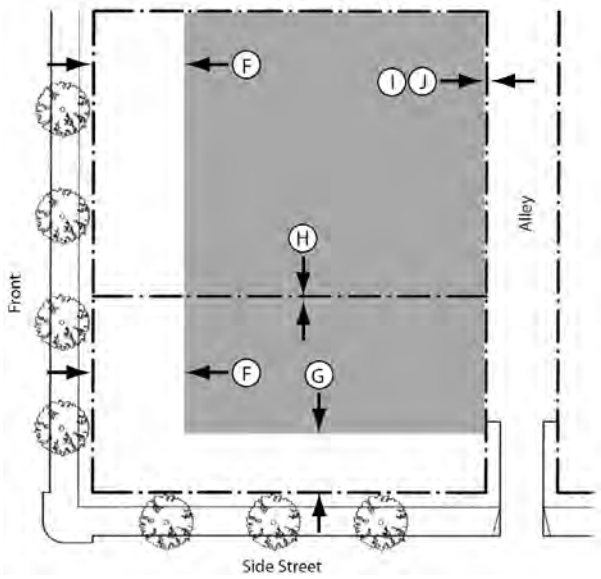
Property in the CC transect zone shall be subject to the following requirements:

a. Allowed Building Types	
The following building types are allowed and are subject to the applicable requirements for building types.	
Building Type	**Requirements**
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court (Allowed only west of I-710)	22.46.3010.H
Lined Block (Allowed only west of I-710)	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.	
Frontage Type	**Requirements**
Front Yard/Porch	22.46.3011.D
Stoop	22.46.3011.E
Terrace	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I

c. Building Form	
Height	
Main Building	
Stories	3 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 30 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓕ
Interior Side	0 min.	Ⓖ
Rear		
No Alley	5 ft. min.	Ⓗ
With Alley	3 ft. min.	Ⓘ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

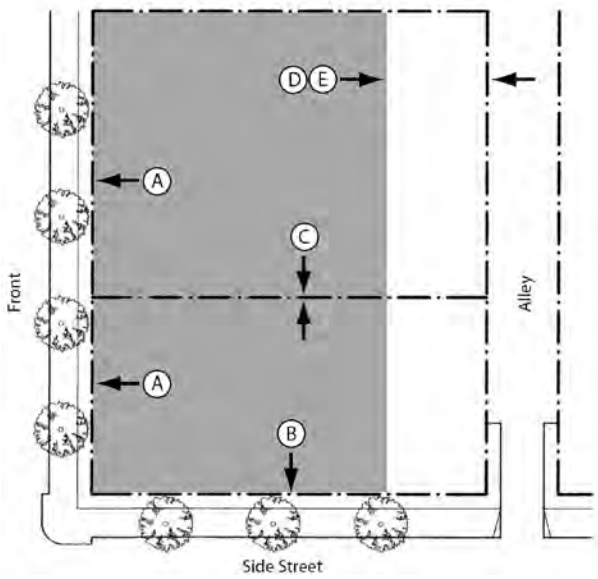
22.46.3009.D.3 First Street (FS)

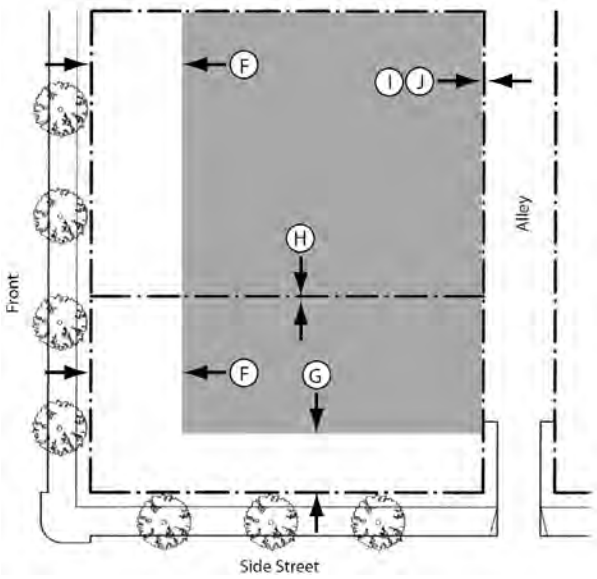
Property in the FS transect zone shall be subject to the following requirements:

a. Allowed Building Types	
The following building types are allowed and are subject to the applicable requirements for building types.	
Building Type	**Requirements**
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.	
Frontage Type	**Requirements**
Stoop	22.46.3011.E
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I

c. Building Form	
Height	
Main Building	
Stories	3 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 30 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max.	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

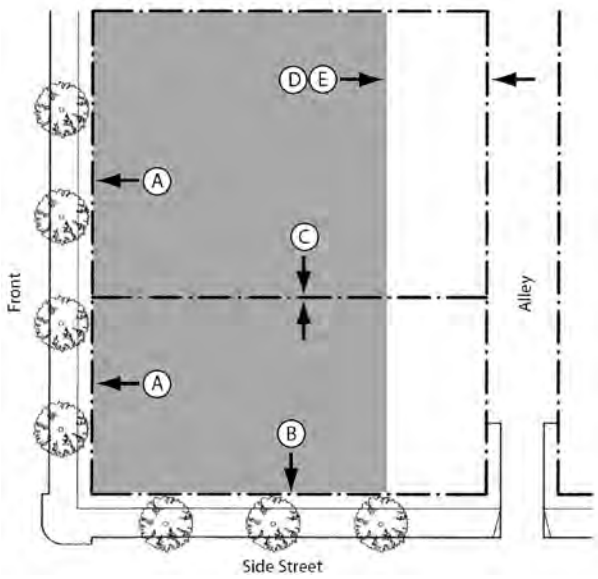
22.46.3009.D.4 Atlantic Boulevard (AB)

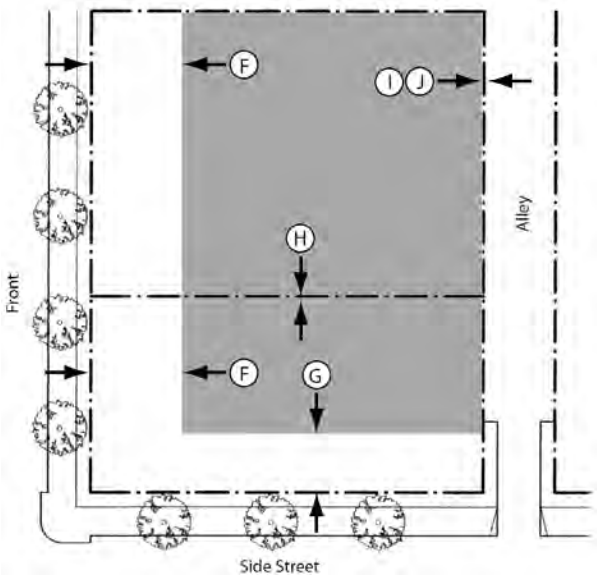
Property in the AB transect zone shall be subject to the following requirements:

a. Allowed Building Types	
The following building types are allowed and are subject to the applicable requirements for building types.	
Building Type	**Requirements**
Court	22.46.3010.G
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.	
Frontage Type	**Requirements**
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I
Arcade	22.46.3011.J

c. Building Form	
Height	
Main Building	
Stories	2-1/2 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 30 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

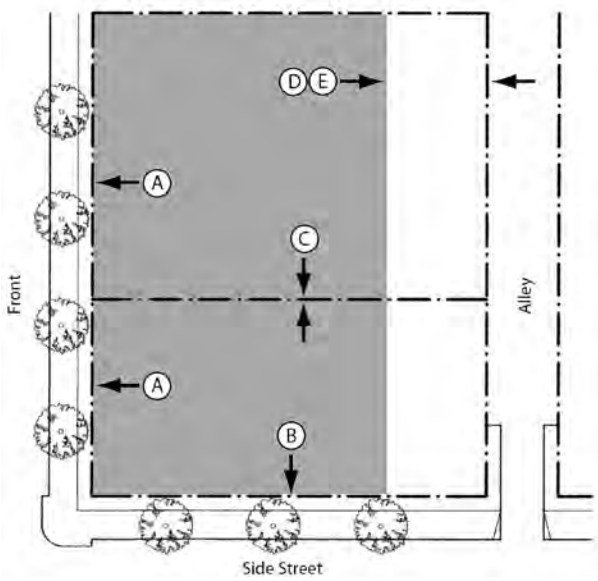
22.46.3009.D.5 Neighborhood Center (NC)

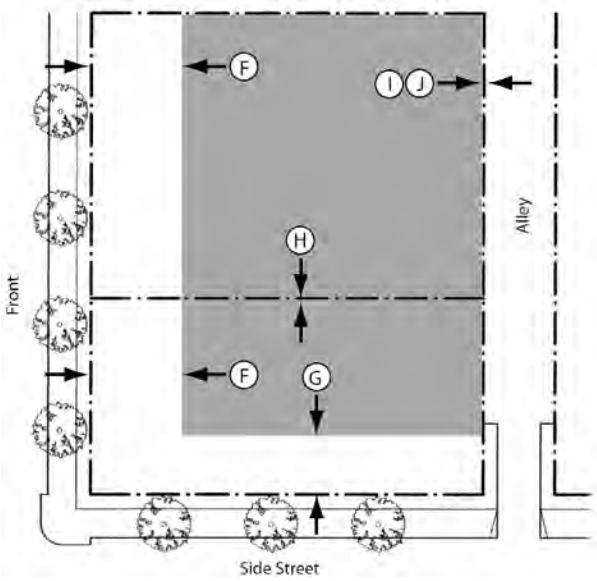
Property in the NC transect zone shall be subject to the following requirements:

a. Allowed Building Types	
The following building types are allowed and are subject to the applicable requirements for building types.	
Building Type	**Requirements**
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court	22.46.3010.H
Flex Block	22.46.3010.J

b. Required Frontage Types	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.	
Frontage Type	**Requirements**
Front Yard/Porch	22.46.3011.D
Terrace	22.46.3011.E
Stoop	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H

c. Building Form	
Height	
Main Building	
Stories	2-1/2 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 30 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

22.46.3009.D.6 Low-Moderate Density Residential (LMD)

Property in the LMD transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E

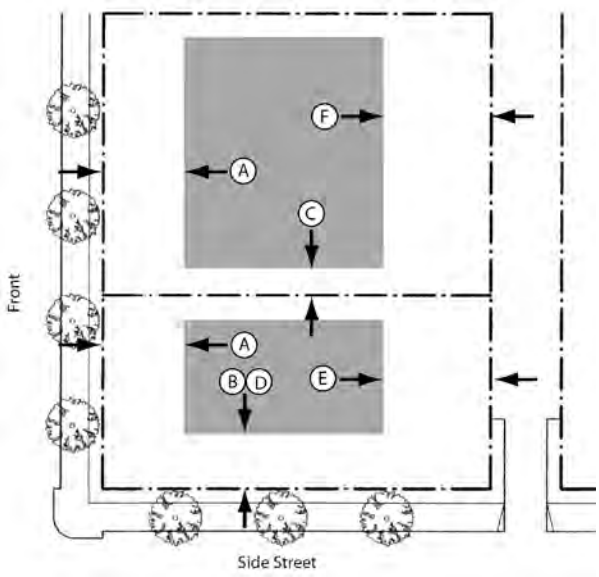
b. Required Frontage Types

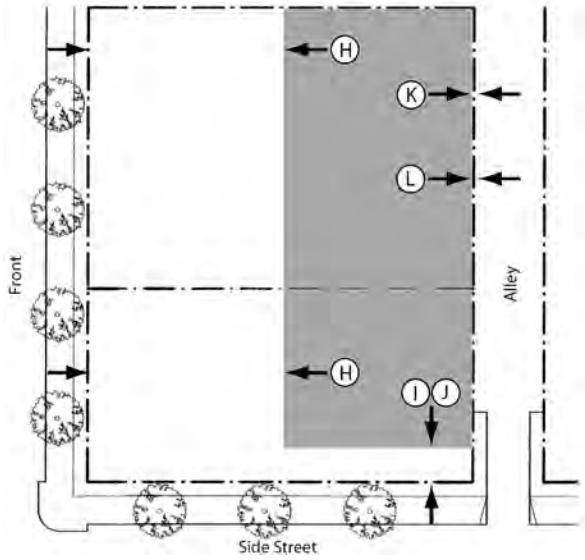
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Front Yard/Porch	22.46.3011.D
Terrace	22.46.3011.F

c. Building Form

Height	
Main Building	
Stories	2-1/2 stories max.
Overall	35 ft. max.
Accessory Structures	See Sec. 22.48.140
Lot Coverage	
Lot Coverage	60% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 17 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	15 min., 25 ft. max	Ⓐ
Side Street	5 min., 10 ft. max.	Ⓑ
Interior Side	5 ft.	Ⓒ
Reverse Corner Side	10 ft. min.	Ⓓ
Rear		
No Alley	10 ft. min.	Ⓔ
With Alley	3 ft. min.	Ⓕ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses		
Single-family residence	2 per unit	
Other dwelling units	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	15 ft. min.	Ⓗ
Corner Side Setback	5 ft. min.	Ⓘ
Reverse Corner Side Setback	10 ft. min.	Ⓙ
Rear		
No Alley	0 ft. min.	Ⓚ
With Alley	5 ft. min. (26 ft. backup space min.)	Ⓛ
Miscellaneous		
Driveways may be shared by adjacent parcels.		

22.46.3009.D.7 Civic Space (CV)

The regulations for the Civic Space transect zone shall be the same as those for the Institutional Zone as prescribed in Part 14 of Chapter 22.40 of Title 22, except as specifically provided for herein.

22.46.3009.D.8 Open Space (OS)

The regulations for the Open Space transect zone shall be the same as those for the Open-Space zone as prescribed in Part 9 of Chapter 22.40 of Title 22, except as specifically provided for herein.

22.46.3010 Building Type Standards.

A. Purpose. This section sets forth the standards applicable to the development of each building type. These standards supplement the standards for each transect zone within which the building types are allowed.

B. Applicability. The requirements of this section shall apply to all proposed development and uses within the transect zones, and shall be considered in combination with the standards for the applicable transect zone in Section 22.46.3009 (Transect Zone Standards) and in the rest of this section; except that proposed development with Auto-Related Commercial; Community Facility; Infrastructure and Utilities; Major Facility; Place of Assembly; Recreation, commercial; Recreation, non-commercial; Religious Facility, and School uses shall comply with the standards for the applicable transect zone in section 22.46.3009 (Transect Zone Standards) and the Hearing Officer may modify the requirements of this section pursuant to a Specific Plan Substantial Conformance Review for such uses.

C. Building Type Overview. Figure 3, Building Types Plan and Diagram below provides an illustrative overview of the allowed building types.

- House
- Duplex/Triplex
- Rowhouse
- Court
- Hybrid Court
- Lined Block
- Flex Block



Figure 3, Building Types Plan and Diagram

22.46.3010.D – House



General note: The drawing above and photos below are intended to provide a brief overview of the House form and are illustrative only.



Example of 1 story House with a Front Yard/ Porch.



Example of a 2-1/2 story House with a raised Front Yard and wrap-around Porch.

1. Description
A building designed as a single-family dwelling unit, and may be used for non-residential purposes where allowed by the transect zone.
2. Transect Zones Allowed
CC, NC, LMD
3. Number of Units
Units 1 max.
4. Building Size and Massing
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)
5. Pedestrian Access
Main entrance shall face the street.
6. Vehicle Access and Parking
Parking may be accessed from the alley, side street, or front.
Parking may be accessed from the front only when there is no adjacent alley or side street.
Street-facing garages shall be set back at least 5 ft. behind the facade facing the street and shall not accommodate more than 2 cars side-by-side.
Garages doors that face a street shall not exceed 10 feet in width. Double-loading garage doors are not permitted to face the street.
Parking spaces may be enclosed, covered, or open.
7. Open Space and Landscape
The following required open space shall be located behind the House:
Width 15 ft. min.
Depth 15 ft. min
Area 300 sq. ft. min.
In addition to any other tree planting requirements, at least one 36-inch box canopy tree per dwelling unit shall be provided, and may be located in the front yard or required open space.
8. Accessory Buildings
Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.E – Duplex/Triplex



General note: The drawing above and photos below are intended to provide a brief overview of the Duplex/Triplex form and are illustrative only.



Example of a Duplex/Triplex with a Front Yard/ Porch.



Example of a Duplex/Triplex with a Front Yard/Porch.

1. Description
A building containing two or three dwelling units where each dwelling unit is accessed directly from the street, and may be used for non-residential purposes where allowed by the transect zone
2. Transect Zones Allowed
CC, NC, LMD
3. Number of Units
Units — 2 min.; 3 max.
4. Building Size and Massing
Height
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)
Massing
The massing shall be a single-family house derivative with the overall composition made up of various House forms. Allowed ratio of each floor in percentage of the ground floor:

Story	1	2 to 2-1/2	3
Ratio	100%	100%	75%

5. Pedestrian Access
At least one unit shall have an individual entry facing the street.
6. Vehicle Access and Parking
Parking may be accessed from the alley, side street, or front.
Parking may be accessed from the front only when there is no adjacent alley or side street.
Street-facing garages shall be set back at least 5 ft. behind the facade facing the street and shall not accommodate more than 2 cars side-by-side.
Garages doors that face a street shall not exceed 10 feet in width. Double-loading garage doors are not permitted to face the street.
Parking spaces may be enclosed, covered, or open.
7. Open Space and Landscape
The following required open space must be located behind the House:

Width	15 ft. min.
Depth	15 ft. min
Area	300 sq. ft. min.

In addition to any other tree planting requirements, at least one 36-inch box canopy tree per dwelling unit shall be provided, and may be located in the front yard or required open space.
8. Accessory Buildings
Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.F – Rowhouse



General note: The drawing above and photos below are intended to provide a brief overview of the Rowhouse form and are illustrative only.



Example of an asymmetrical Rowhouse form with roof articulation.



Example of a Rowhouse form with wall and roof articulation.

1. Description	
A residential building that is an attached structure that shares a common party wall with another of the same type and is arranged side by side. The front elevation and massing design may be symmetrical or asymmetrical, repetitive or unique in disposition, as long as the delineation of a private yard is evident.	
2. Transect Zones Allowed	
TOD, CC, FS, NC	
3. Number of Units	
Units	2 min.; 6 max.
4. Building Size and Massing	
Height	
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)	
Unit Width	
Width	18 ft. min; 36 ft. max
Massing	
Units shall be delineated by at least one of the following methods: varied massing, wall articulation, frontage type placement, or roof line articulation.	
At least two sides of each dwelling shall be exposed to the outdoors.	
5. Pedestrian Access	
Each unit shall have an individual entry facing the street.	
6. Vehicle Access and Parking	
Parking shall be accessed from the alley.	
Parking spaces may be enclosed, covered, or open.	
7. Open Space and Landscape	
The following required open space shall be located behind the main body of each unit	
Width	8 ft. min.
Depth	8 ft. min
Area	100 sq. ft. min.
In addition to any other tree planting requirements, at least one 36-inch box canopy tree per unit shall be provided, and may be located in the front yard or required open space.	
8. Accessory Buildings	
Accessory building locations and types are allowed pursuant to Section 22.48.140.	

22.46.3010.G – Court



General note: The drawing above and photos below are intended to provide a brief overview of the Court form and are illustrative only.



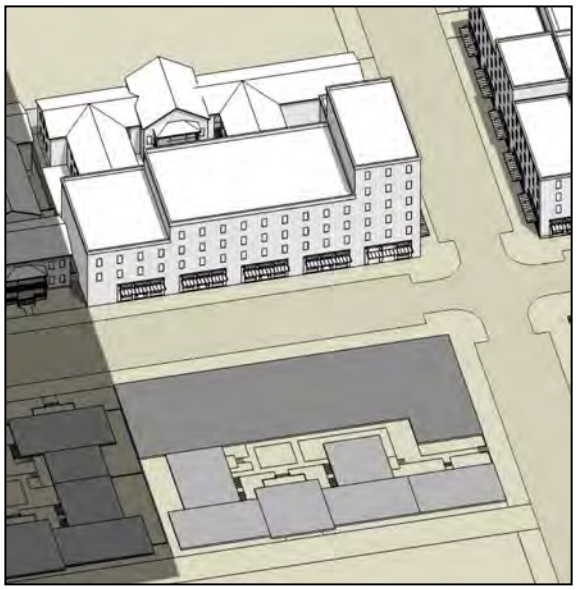
Example of Court form with a Stoop frontage type configuration.



Example of a landscaped interior courtyard defined by two story buildings.

1. Description	
A building comprised of attached and/or stacked dwelling units arranged around a shared, landscaped courtyard that is visible from the street. Dwelling units face and are directly accessed from the street or courtyard via stoops, porches, or other allowed frontage types. In qualifying transect zones, Court buildings may accommodate ground floor non-residential uses.	
2. Transect Zones Allowed	
TOD, CC, FS, AB, NC	
3. Number of Units	
Per the maximum density based on the Transect Zone. (See Section 22.46.3009)	
4. Building Size and Massing	
Height	
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)	
At least two sides of each dwelling shall be exposed to the outdoors.	
5. Pedestrian Access	
Each ground floor unit shall have an individual entry facing a street or courtyard.	
6. Vehicle Access and Parking	
Parking may be accessed from the alley, side street, or front.	
Parking may be accessed from the front only when there is no adjacent alley or side street.	
Parking spaces may be enclosed, covered, or open.	
7. Open Space and Landscape	
Courtyard Dimension	
Width	30 ft. min.
Depth	20 ft. min
Area	600 sq. ft. min.
Landscape	
Courtyard area shall provide at least 50% landscape or design elements such as seating areas, fountains, or other similar fixtures, or combination thereof.	
8. Accessory Buildings	
Accessory building locations and types are allowed pursuant to Section 22.48.140.	
9. Miscellaneous	
Courtyard areas may be located on a podium of no more than one story above street level	
Courtyards located on a podium shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping treatment.	

22.46.3010.H – Hybrid Court



General note: The drawing above and photos below are intended to provide a brief overview of the Hybrid Court form and are illustrative only.



Example of two- and three-story massing Hybrid Court form with a Shop Front configuration.



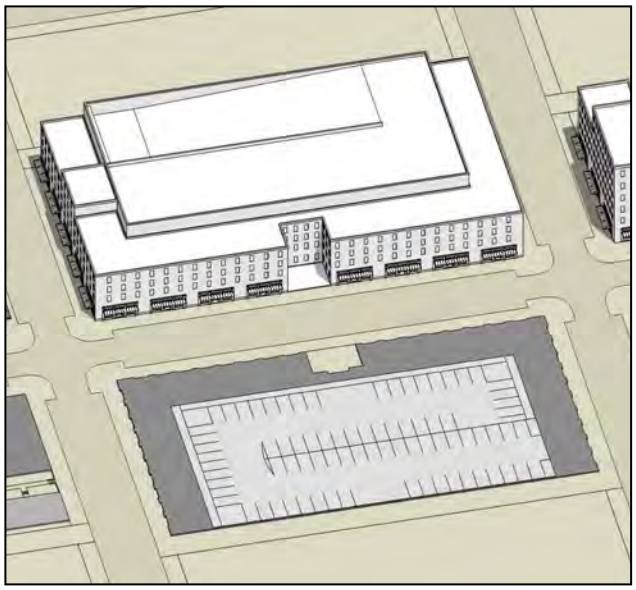
Example of a three story massing Hybrid Court with Shop Front configuration.

1. Description
A building that is a combination of the Court and Flex Block buildings designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences that combines stacked dwelling units with the Court housing types. May contain horizontal mixes uses.
2. Transect Zones Allowed
TOD, CC (Allowed west of I-710 only), NC
3. Number of Units
Per the maximum density based on the Transect Zone. (See Section 22.46.3009)
4. Building Size and Massing
Height
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)
5. Pedestrian Access
Upper floor units shall be accessed by a common entry along the front street.
Ground floor units may have individual entries along the front or side street.
6. Vehicle Access and Parking
Parking may be accessed from the alley, side street, or front.
Parking may be accessed from the front only when there is no adjacent alley or side street.
Parking spaces may be enclosed, covered, or open.
7. Open Space and Landscape
Courtyard Dimension

Width	30 ft. min.
Depth	20 ft. min
Area	600 sq. ft. min.

Landscape
Courtyards shall provide at least 50% landscape or design elements such as seating areas, fountains, or other similar fixtures, or combination thereof.
Required setback shall include landscaping, which may be in pots or planters.
8. Accessory Buildings
Accessory building locations and types are allowed pursuant to Section 22.48.140.
9. Miscellaneous
Courtyard areas may be located on a podium of no more than one story above street level
Courtyards located on a podium shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping treatment.

22.46.3010.I – Lined Block



General note: The drawing above and photos below are intended to provide a brief overview of the Lined Block form and are illustrative only.



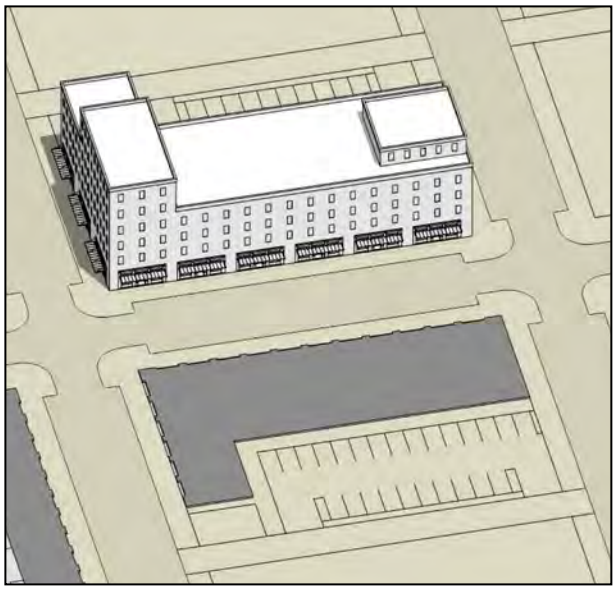
Example of two-story Lined Block form with Shop Front configuration.



Example of a three-story Lined Block form with Shop Front configuration.

1. Description
A building that conceals a larger structure such as a public structures or “big box store” and which is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.
2. Transect Zones Allowed
TOD, CC (Allowed only west of I-710), FS, AB
3. Number of Units
Per the maximum density based on the Transect Zone. (See Section 22.46.3009)
4. Building Size and Massing
Height
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)
5. Pedestrian Access
Upper floor units shall be accessed by a common entry along the front street.
Ground floor units may have individual entries along the front or side street.
6. Vehicle Access and Parking
Parking may be accessed from the alley, side street, or front.
Parking may be accessed from the front only when there is no adjacent alley or side street.
On-site parking shall be in a structured garage or underground, or combination thereof.
7. Open Space and Landscape
Private patios may be provided at balconies, terraces, and roof gardens
Required setback shall include landscaping, which may be in pots or planters.
8. Accessory Buildings
Accessory building locations and types are allowed pursuant to Section 22.48.140.

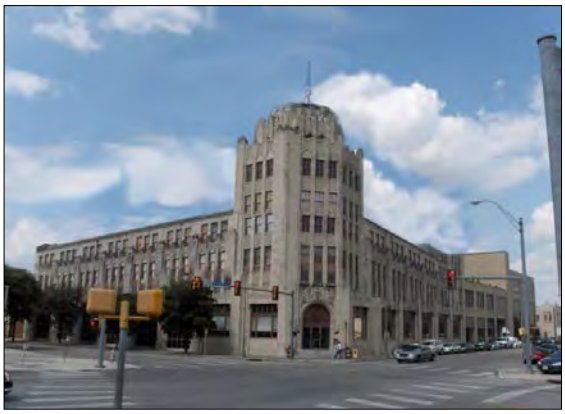
22.46.3010.J – Flex Block



General note: The drawing above and photos below are intended to provide a brief overview of the Lined Block form and are illustrative only.



Example of two-story Flex Block with single-volume massing.



Example of three-story Flex Block with secondary-volume massing and corner feature.

1. Description

A building that is one to three stories tall and designed for occupancy by retail, service, and/or office uses on the ground floor; and when present the upper floors are also configured for those uses or for dwelling units. May contain horizontal mixes uses.

2. Transect Zones Allowed

TOD, CC, FS, AB, NC

3. Number of Units

Per the maximum density based on the Transect Zone. (See Section 22.46.3009)

4. Building Size and Massing

Height

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

5. Pedestrian Access

Upper floor units shall be accessed by a common entry along the front street.

Ground floor units may have individual entries along the front or side street.

6. Vehicle Access and Parking

Parking may be accessed from the alley, side street, or front.

Parking may be accessed from the front only when there is no adjacent alley or side street.

On-site parking may be underground, or in a landscaped lot behind the building, or combination thereof.

7. Open Space and Landscape

Private patios may be provided at balconies, terraces, and roof gardens.

Required setback shall include landscaping, which may be in pots or planters.

8. Accessory Buildings

Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3011 Frontage Type Standards.

A. Purpose. This section sets forth the standards applicable to the development of private frontages. Private frontages are the components of a building that provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). These standards supplement the standards for each transect zone that the frontage types are allowed within. For each frontage type, a description of the type's intent and design standards are provided.

B. Applicability. These standards work in combination with the standards found in Section 22.46.3009 (Transect Zone Standards) and Section 22.46.3010 (Building Types Standards) are applicable to the development or alteration of all private frontages within transect zones.

C. Frontage Type Overview. Figure 4, Frontage Types Illustrative Diagram below provides an illustrative overview of the allowed frontage types.

- Front Yard/Porch
- Terrace
- Stoop
- Forecourt
- Shop Front
- Gallery
- Arcade

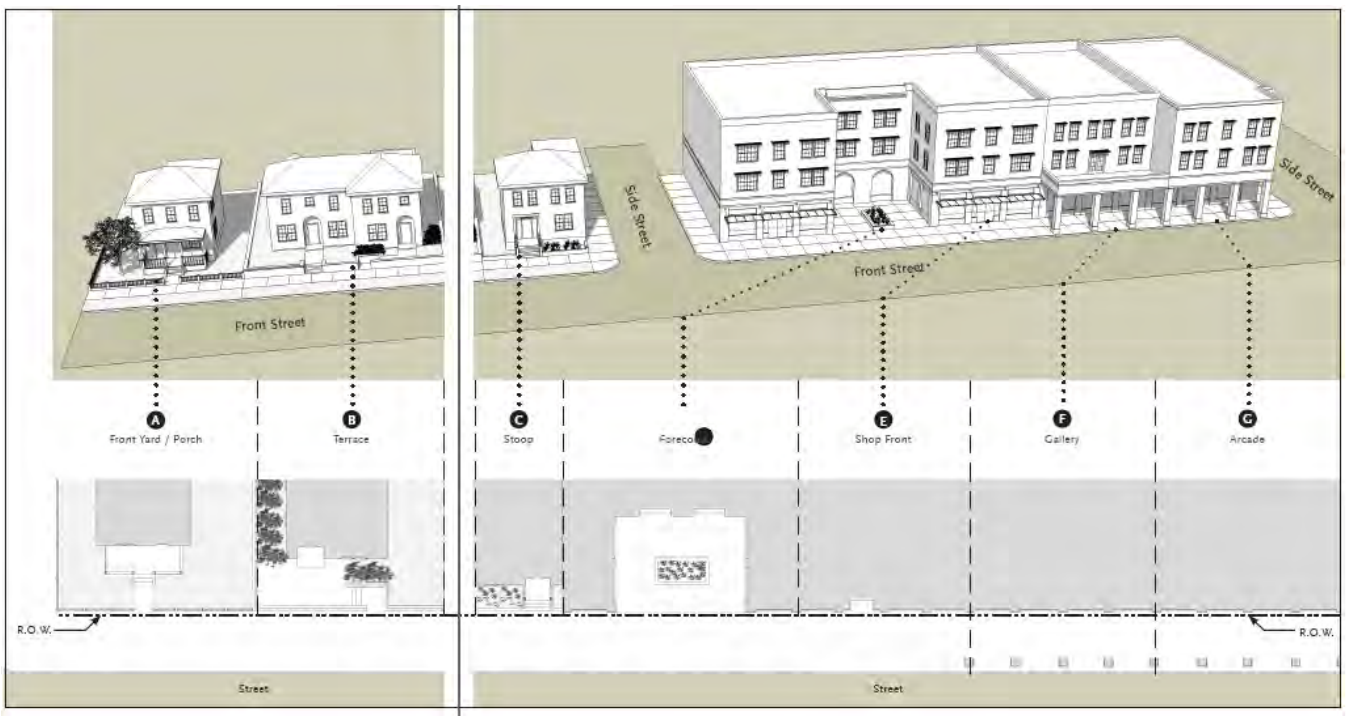
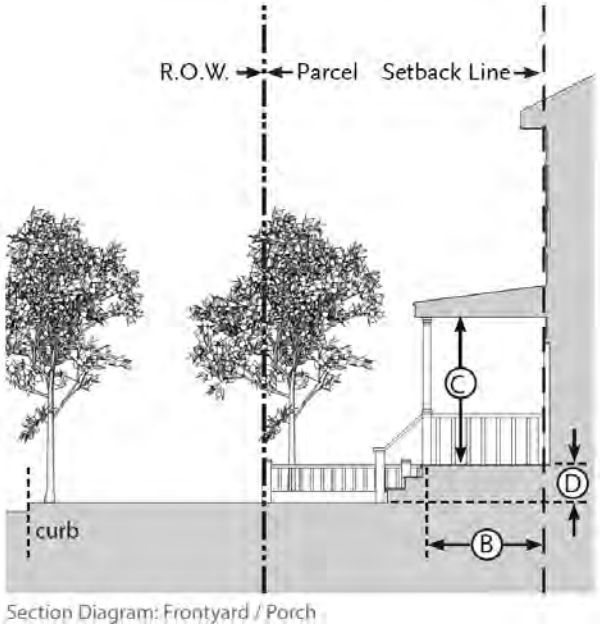
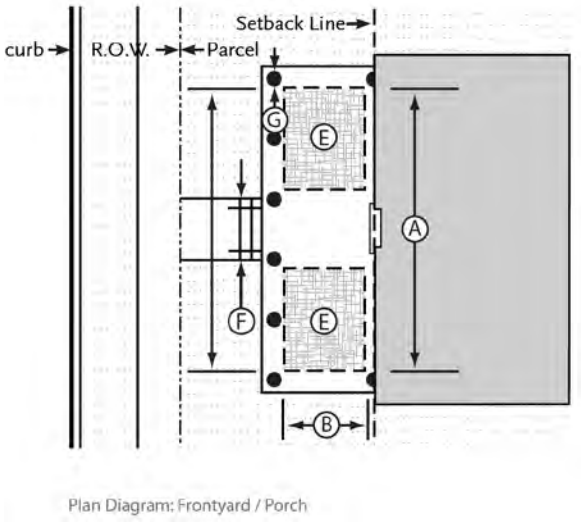


Figure 4, Frontage Types Illustrative Diagram

22.46.3011.D – Front Yard/Porch



Section Diagram: Frontyard / Porch



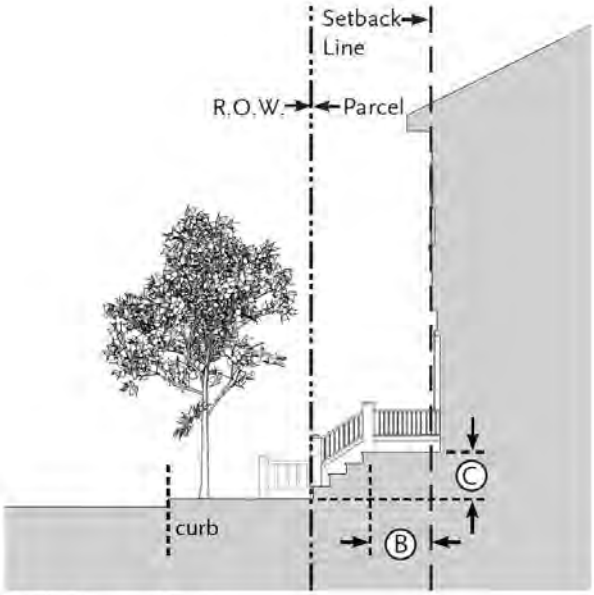
Plan Diagram: Frontyard / Porch

1. Description		
Front yards provide a physical transition from the sidewalk to the building. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard. A raised porch may be combined with the front yard as shown in the photo example.		
2. Transect Zones Allowed		
CC, NC, LMD		
3. Size		
Width, Clear	12 ft. min. centered entry 10 ft. min asymmetrical entry	Ⓐ
Depth, Clear	7 ft. min.	Ⓑ
Height, Clear	8 ft. min.	Ⓒ
Finish Level above Grade	3 ft. max.	Ⓓ
Floor Area, Clear	4 ft. x 6 ft. min.	Ⓔ
Path of Travel	3 ft. wide min.	Ⓕ
Width, Support Pillars	1 ft. max.	Ⓖ
4. Miscellaneous		
Porch must be open on at least three sides and have a roof.		
Porch may project a maximum of 4 ft. into front yard setback.		

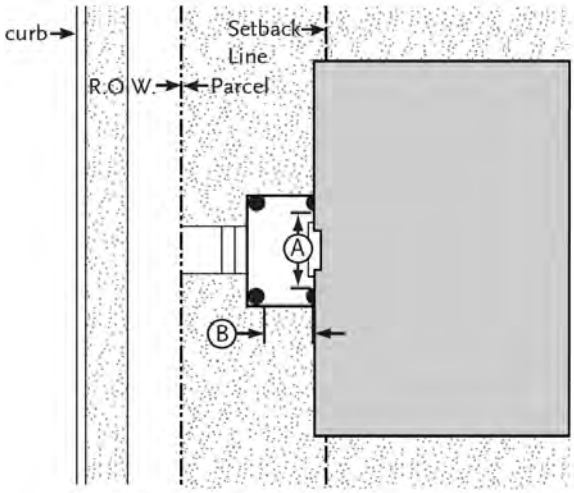

Example of one-story House with Front Yard/Porch.


Example of 1-1/2 story House with wrap-around Porch and raised Front Yard.

22.46.3011.E – Stoop



Section Diagram: Stoop



Plan Diagram: Stoop

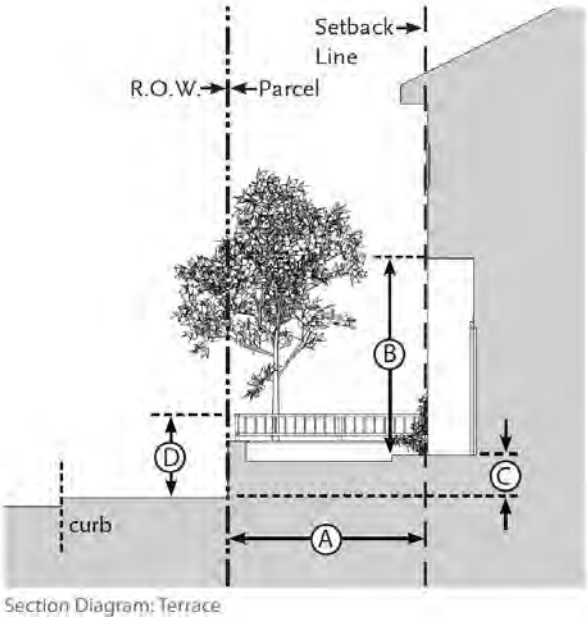
1. Description		
Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks. This type may be interspersed with the Shop Front frontage type.		
2. Transect Zones Allowed		
TOD, CC, FS, NC		
3. Size		
Width, Clear	4 ft. min. 8 ft. max.	Ⓐ
Depth, Clear	4 ft. min. 8 ft. max.	Ⓑ
Finish Level above Sidewalk	3 ft. max.	Ⓒ
4. Miscellaneous		
May project a maximum of 4 ft. into front yard setback.		
Stairs may be perpendicular or parallel to the building facade.		
Ramps shall be parallel to the facade or along the side of the building.		
Covered or recessed entry doors are encouraged. Entry doors shall face the street.		



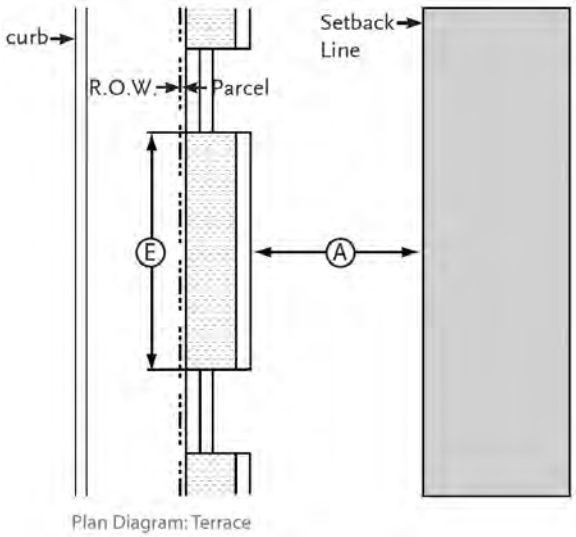
Example of covered Stoop serving a commercial use.


Example of Stoop serving two residential entries.

22.46.3011.F – Terrace



Section Diagram: Terrace



Plan Diagram: Terrace

1. Description
A terrace separates the facade from the sidewalk and the street. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes where such a use is allowed by the transect zone.
2. Transect Zones Allowed
TOD, CC, NC, LMD
3. Size

Depth, Clear	7 ft. min.	Ⓐ
Height, Clear	8 ft. min.	Ⓑ
Finish Level above Sidewalk	3 ft. max.	Ⓒ
Height, Perimeter Wall	4 ft. max.	Ⓓ
Distance between Stairs	50 ft. max.	Ⓔ
Length of Terrace	150 ft. max.	

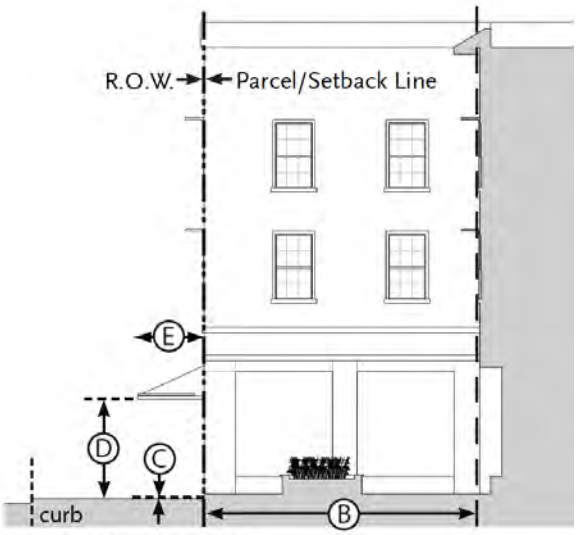
4. Miscellaneous
These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Terrace frontage standards shall govern.
Low walls used as seating are encouraged.



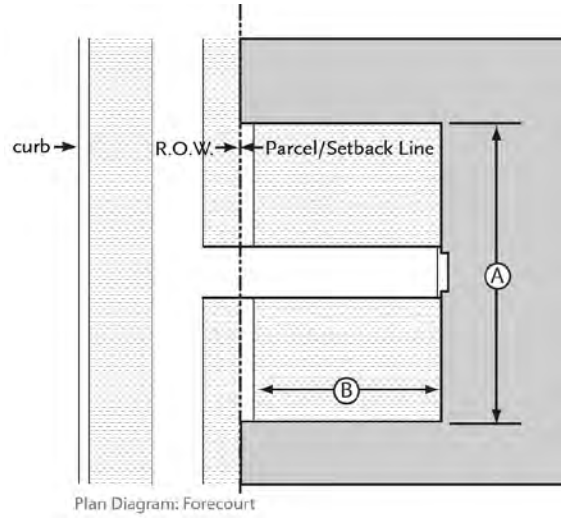
Example of covered Terrace used to accommodate change in grade and used in combination with Shop Front.


Example of Terrace with seating areas used in combination with Shop Fronts and awnings.

22.46.3011.G – Forecourt



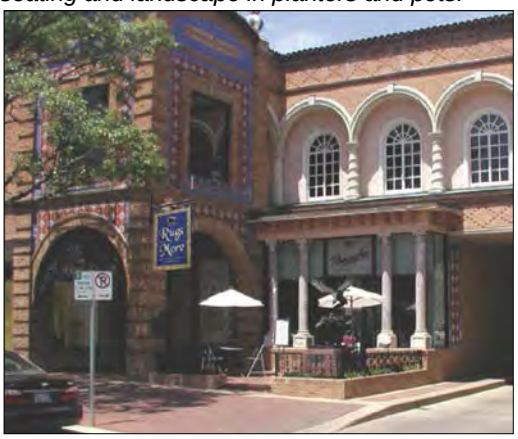
Section Diagram: Forecourt



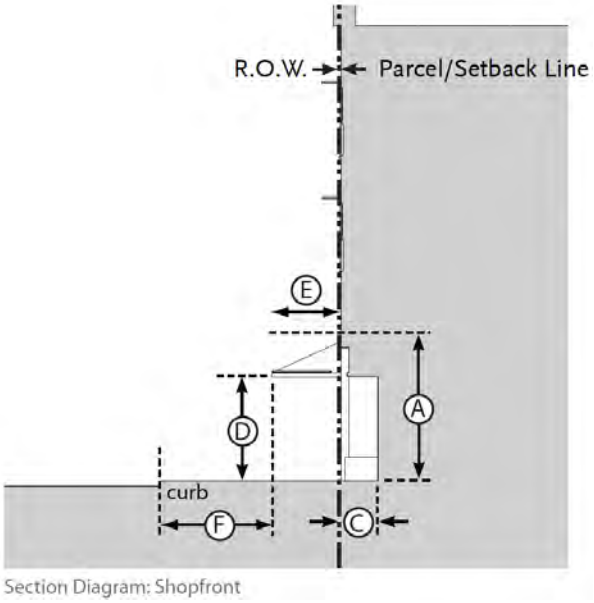
Plan Diagram: Forecourt

1. Description		
A forecourt is a semi-public space formed by a recess in the facade of a building and is generally appropriate for commercial or civic use.		
2. Transect Zones Allowed		
TOD, CC, FS, AB, NC		
3. Size		
Width, Clear	10 ft. min. 60 ft. max.	Ⓐ
Depth, Clear	20 ft. min. 60 ft. max.	Ⓑ
Finish Level above Sidewalk	3 ft. max.	Ⓒ
Ground Floor Transparency	65% min.	
4. Awning		
Height, Clear	8 ft. max.	Ⓓ
Depth	4 ft. min.	Ⓔ
5. Miscellaneous		
These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Forecourt frontage standards shall govern.		
Encroachments, such as balconies, awnings, and signage are allowed in the Forecourt and shall be located at least 8 ft. above finish level.		
The proportions and orientation of Forecourt space should be carefully considered for solar orientation and user comfort.		

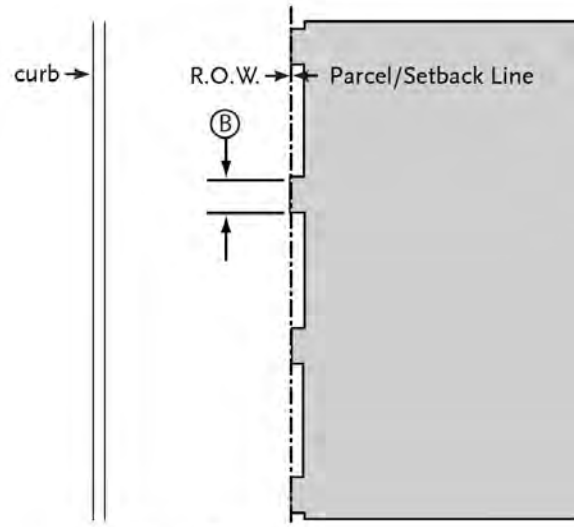

Example of Forecourt interior space with seating and landscape in planters and pots.


Example of small Forecourt area used in combination with Shop Front.

22.46.3011.H – Shop Front



Section Diagram: Shopfront



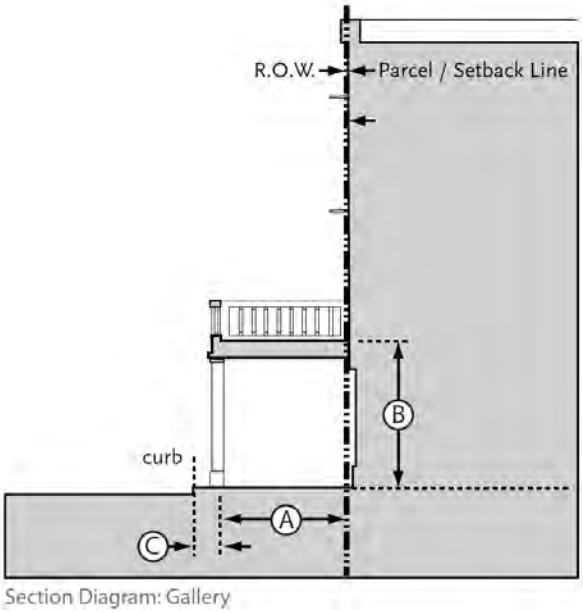
Plan Diagram: Shopfront

1. Description		
Shop Fronts are large glazed openings in a facade, filled with doors and transparent glass in a storefront assembly.		
2. Transect Zone Allowed		
TOD, CC, FS, AB, NC		
3. Size		
Height, Shop Front Opening	11 ft. min.	Ⓐ
Distance Between Glazing	2 ft. max.	Ⓑ
Depth of Recessed Entries	10 ft. max.	Ⓒ
Ground Floor Transparency	65% min.	
4. Awning		
Height, Clear	8 ft. min.	Ⓓ
Depth	4 ft. min.	Ⓔ
Setback from Curb	2 ft. min.	Ⓕ
5. Miscellaneous		
Operable awnings are encouraged.		
Open-ended awnings are encouraged.		
Rounded, hooped, or bubble awning are discouraged.		
Shop Fronts with accordion-style doors/windows or other operable windows that allow the space to open to the street are encouraged.		

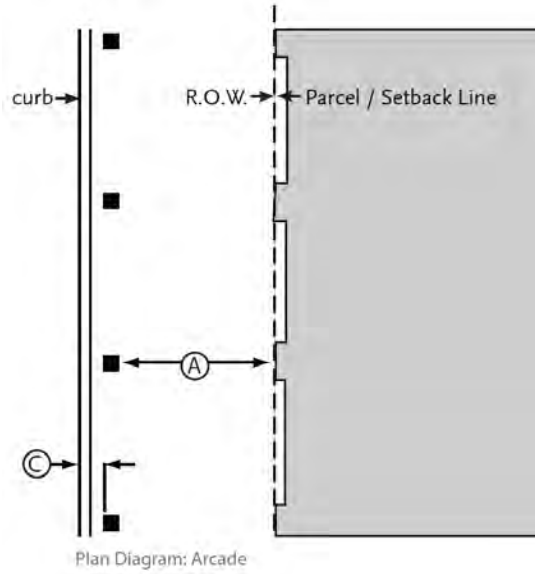

Example of a series of Shop Fronts.


Example of Shop Front with covered corner entry.

22.46.3011.I. – Gallery



Section Diagram: Gallery



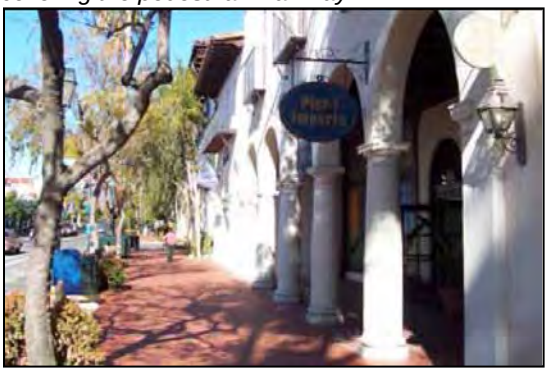
Plan Diagram: Arcade

1. Description
A gallery is a roof or deck projecting from the facade of a building, supported by columns that may be located behind the curb. Galleries shelter the sidewalk, but the space above the gallery is unenclosed. Galleries may be one to three stories in height as allowed by the transect zone, such that they may provide covered or uncovered porches at the second and third floors.
2. Transect Zones Allowed
TOD (Allowed only east of I-710), CC, FS, AB
3. Size

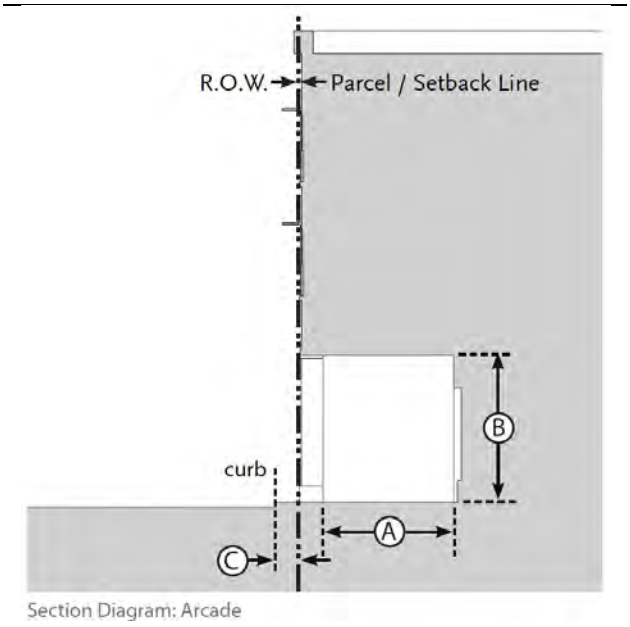
Depth, Clear	12 ft. min.	Ⓐ
Ground Floor Height, Clear	14 ft. min.	Ⓑ
Setback From Curb	2 ft. min.	Ⓒ

4. Miscellaneous
These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Gallery frontage standards shall govern.
Colonnades shall not screen from public view more than 25% of the ground floor facade.

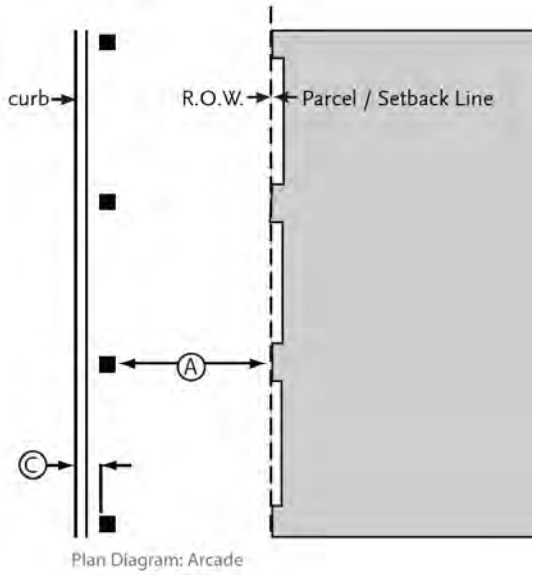

Example of Gallery abutting the curb and covering the pedestrian walkway.


Example of Gallery setback from curb and located along the sidewalk line.

22.46.3011.J – Arcade



Section Diagram: Arcade



Plan Diagram: Arcade

1. Description
Arcades are facades with an attached colonnade that is covered by upper stories. The arcade should extend far enough from the building to provide adequate protection and circulation for pedestrians. This type is intended for buildings with ground floor non-residential uses.
2. Transect Zones Allowed
TOD (Allowed only east of I-710), AB
3. Size

Depth, Clear	12 ft. min.	Ⓐ
Ground Floor Height, Clear	12 ft. min.	Ⓑ
Setback From Curb	2 ft. min.	Ⓒ

4. Miscellaneous
These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Gallery frontage standards shall govern.
Colonnades shall not screen from public view more than 25% of the ground floor facade.


Example of Arcade setback from curb used in combination with Shop Front.


Example of Arcade located at curb and covering the pedestrian walkway; used in combination with Shop Front.

22.46.3012 Signs

A. Purpose.

1. To provide property owners and occupants an opportunity for effective identification subject to reasonable and appropriate conditions for identifying goods sold or produced or services rendered in all transect zones.

2. Maintain and enhance the quality of the community's appearance by:

a. Controlling the size, location and design of temporary and permanent signs so that the appearance of such signs will reduce sign clutter, be aesthetically harmonious with their surroundings, and will enhance the overall appearance of the built environment;

b. Preserving and perpetuating uncluttered and views, and significant architecture and cultural resources; and

c. Protecting residential neighborhoods from adverse impacts of excessive signs.

3. Ensure that signs are located and designed to:

a. Maintain a safe and orderly pedestrian and vehicular environment; and

b. Reduce potentially hazardous conflicts between commercial or identification signs and traffic control devices and signs.

B. Applicability.

1. The requirements of this section apply to all on-site signs in the transect zones.

2. Signs regulated by this Form-Based Code shall not be erected or displayed unless a building permit is obtained or the sign is listed as exempt.

C. Exempt Signs. The signs in Section 22.52.810 are exempted pursuant to the provisions contained therein; and the following signs are exempt and do not require approval provided the sign conforms to the following requirements and that such sign is located in the TOD, CC, FS, AB, or NC transect zones.

1. Future tenant sign. A temporary sign that identifies the names of future businesses and shall be removed after the first business occupancy. One sign is allowed per street frontage with a maximum of 32 square feet area per sign. May only be displayed after tenant improvements begin and may not be displayed after the first occupancy of the tenant space.

2. Grand opening sign. A temporary promotional sign used by newly established businesses, within 90 days after initial occupancy, to inform the public of their location and services. "Grand Opening" does not mean an annual or occasional promotion by a business. One sign is allowed per street frontage with a maximum of 32 square feet area per sign.

3. Window sign. No more than two window signs per tenant are allowed consisting of permanently fixed individual lettering and/or logos not exceeding six inches in height and a

total maximum sign area of three square feet. A window sign shall only be externally illuminated.

4. Temporary window sign. A tenant may display one temporary window sign, provided the sign does not exceed 25% of the area of any single window or of adjoining windows on the same street frontage. Display shall not exceed 30 days with a minimum of 30 days between installation periods with a maximum of four display times per calendar year. A temporary window signs shall only be externally illuminated.

5. Directory Sign. A directory sign listing more than one tenant to provide a listing of the names of business establishments within a building or series of buildings is allowed provided the signable area is no larger than six square feet in area. Such directory sign may be wall mounted provided it is no higher than 8 feet from the finish level, or may be freestanding provided it is no higher than 3 feet from the finish level.

6. Affiliation Sign. Affiliation signs that provide notices of services (e.g., credit cards accepted, trade affiliations, etc.) are allowed provided such signs or notices shall not exceed one square foot in area for each sign, and no more than three signs shall be allowed for each business. Affiliation signs shall only be externally illuminated.

D. Prohibited Signs. Signs prohibited in Section 22.52.990 of Title 22 and all sign types and sizes not expressly allowed by this Form-Based Code are prohibited.

E. Allowed Signs.

1. The signs in Section 22.52.910, 22.52.940, 22.52.950, and 22.52.980 are allowed pursuant to the provisions contained therein.

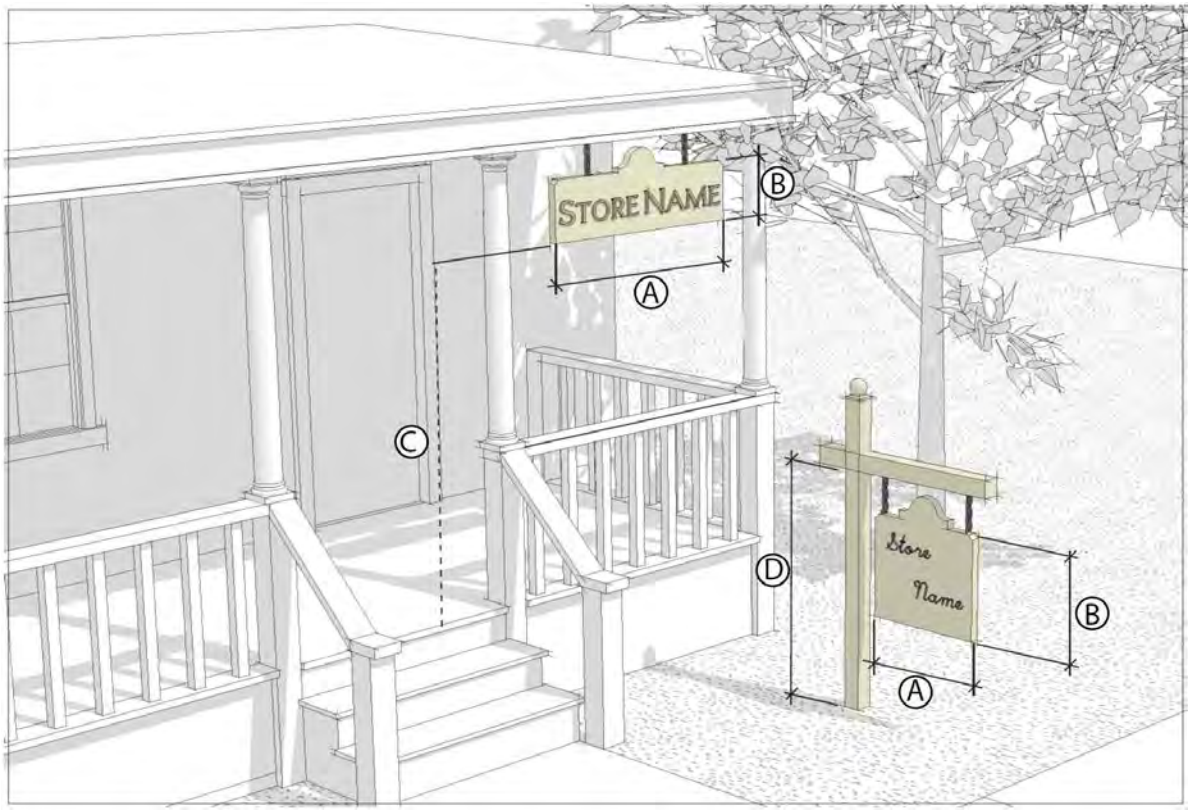
2. The sign types in subsection 22.46.3012.E.3 to 22.46.3012.E.6 are allowed in the following transect zones: TOD, CC, FS, AB, and NC.

   a. Application Requirements. A sign application shall include all information, materials, and fees required by Section 22.46.3004.B of this Form-Based Code for ministerial Site Plan Review.

   b. Review and Approval Authority. The Director may approve a sign through the ministerial Site Plan Review.

   c. Revisions to Signs. Revisions to a sign may be approved by the Director with a ministerial Site Plan Review pursuant to Section 22.46.3004.B of this Form-Based Code

22.46.3012.E.3 –Yard Sign



a. Description

The yard sign type is a sign mounted on a porch or in a yard between the public right-of-way and the building facade. Yard signs mounted on a porch are placed parallel to the building's facade. Yard signs mounted in a yard are placed parallel or perpendicular to the right-of-way.

b. Size

Signable Area		
Area	8 sq. ft. max.	
Width	3 ft. max.	Ⓐ
Height	3 ft. max.	Ⓑ

c. Location

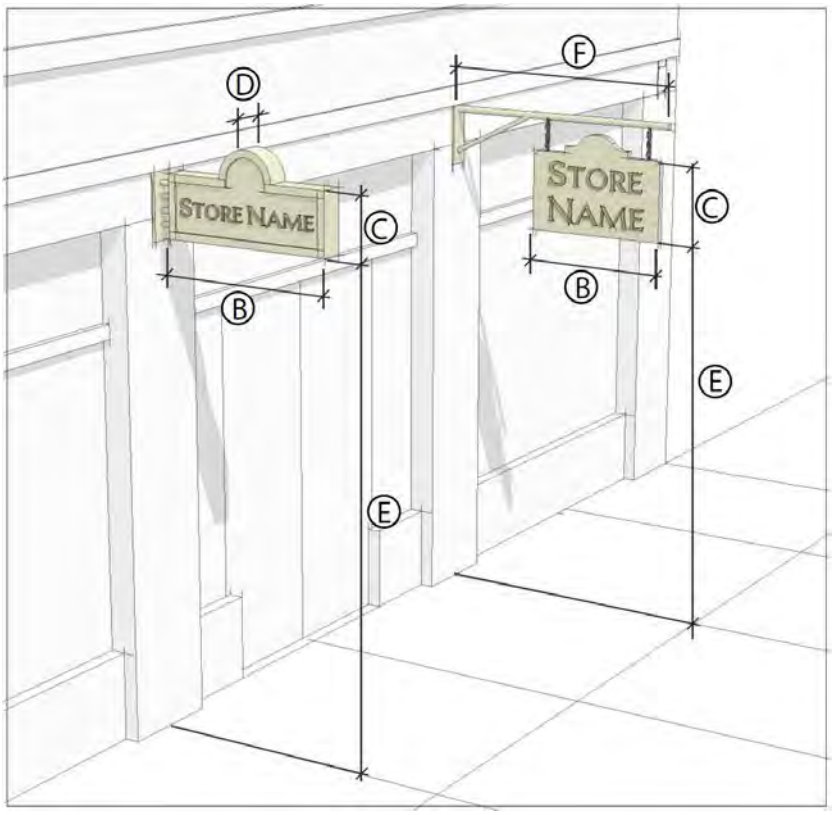
Clear Height		Ⓒ
Mounted on Porch	6 ft. 8 in min.	
Mounted in Yard	1 ft. min.	
Overall Height	5 ft. max.	Ⓓ
Signs per Building		
Mounted on Porch	1 max.	
Mounted in Yard	1 max.	

d. Miscellaneous

Signs may not be located within the public right-of-way.

Yard signs shall be parallel or perpendicular to the public right-of-way.

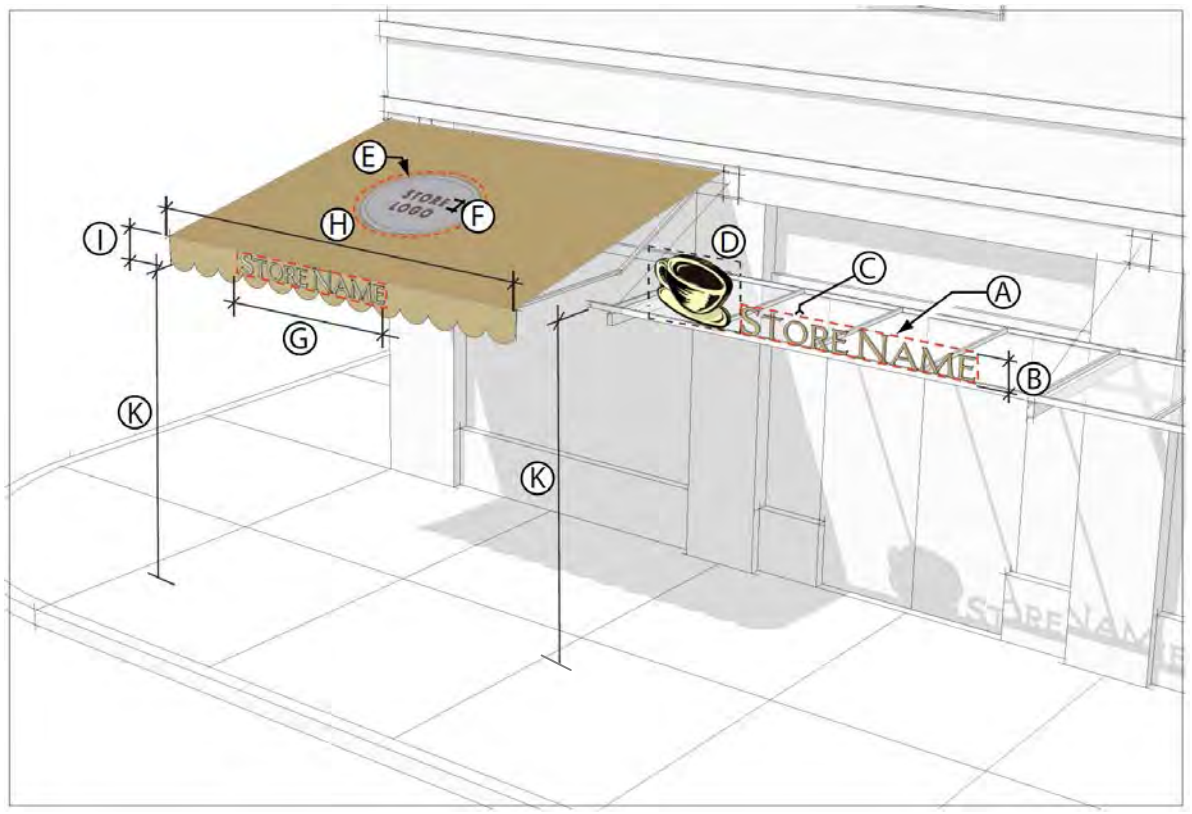
22.46.3012.E.4 – Projecting Sign



a. Description
The projecting sign type is mounted perpendicular to a building's facade from decorative metal brackets or mounted on the building wall. Projecting signs are small, pedestrian scaled, and easily read from both sides.

b. Size		
Sign Area	6 sq. ft. max. per side; 12 sq. ft. max total	Ⓐ
Width	4 ft. max.	Ⓑ
Height	3 ft. max.	Ⓒ
Thickness	4 in. max.	Ⓓ
c. Location		
Clear Height	8 ft. min.	Ⓔ
Projection	5 ft. max.	Ⓕ
Signs Per Building	1 per entry door max.	

22.46.3012.E.5 – Awning Sign



a. Description

The awning sign type is a traditional shop front element and can be used to protect merchandise, and keep interiors and sidewalk passages shaded and cool in hot weather. Tenant signs may be painted, screen printed, or appliquéd on the awnings.

b. Size

Projecting		
Signable Area	1 sq. ft. per linear ft. of shop front max.	Ⓐ
Lettering Height	12 in. max.	Ⓑ
Lettering Thickness	6 in. max.	Ⓒ
Feature/Logo	2-1/4 sq. ft. max.	Ⓓ
Sloping Plane		
Signable Area	25% coverage max.	Ⓔ
Lettering Height	18 in. max.	Ⓕ

Size (continued)

Valance		
Signable Area	75% coverage max.	Ⓖ
Width	Shop front width max.	Ⓗ
Height	8 in. min; 12 in. max.	Ⓘ
Lettering Height	8 in. max.	Ⓙ

c. Location

Clear Height	8 ft. min.	Ⓚ
Signs Per Awning	1 projecting; or 1 valance and 1 sloping max.	

d. Miscellaneous

Only the tenant's store name, logo, and/or address shall be applied to the awning. Additional information is prohibited.

Open ended awnings are encouraged.

Vinyl or plastic awnings are discouraged.

22.46.3012.E.6 – Wall Sign



a. Description
The wall sign type is flat against the facade consisting of individual cut letters applied directly to the building, raised letters on a panel, or painted directly on the surface of the building. Wall signs are placed above shop fronts and often run horizontally along the entablature of traditional buildings, or decorative cornice or sign band at the top of the building.

b. Size		
Signable Area		
Area	1 sq. ft. per linear foot of shop front width up to 30 sq. ft. max.	Ⓐ
Width	Shop front width, max.	Ⓑ
Height	1 ft. min., 3 ft. max.	Ⓒ

Size (continued)		
Lettering		
Width	75% of signable width max.	Ⓓ
Height	75% of signable height, max.; 3 ft. max., whichever is less	Ⓔ

c. Location	
Projection	8 ft. min.
Signs Per Building	1 per establishment max.

d. Miscellaneous
Changeable copy signs are only allowed for gasoline price signs, directory signs listing more than one tenant, signs advertising restaurant food specials, and films and live entertainment which change on a regular basis.
Internally illuminated signs are discouraged.
Cabinet Signs are prohibited.
Wall signs shall not protrude beyond the roof line or cornice of a building, or the building wall.

F. Creative Sign Permit.

1. Purpose. Establishes standards and procedures for the design, review, and approval of Creative Signs to:

   a. Encourage signs of unique design, and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and

   b. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of East Los Angeles, while mitigating the impacts of large or uniquely designed signs.

2. Applicability. A property owner or applicant may request approval of a Creative Sign Permit to authorize on-site signs that employ standards that differ from the other provisions of this section, but comply with the provisions of this subsection 22.46.3012.F.

3. Application Requirements. A Creative Sign permit application shall include all information, materials, and fees as required for a Substantial Conformance Review application pursuant to Section 22.46.3004.D of this Form-Based Code.

4. Review and Approval Authority. The Hearing Officer may approve a Creative Sign permit through the granting of a Specific Plan Substantial Conformance Review for a Creative Sign permit pursuant to Section 22.46.3004.D of this Form-Based Code, except that the findings for a Specific Plan Substantial Conformance Review in Section 22.46.3004.D.4 of this Form-Based Code are not applicable.

5. Burden of Proof. In approving an application for a Creative Sign permit, the applicant shall substantiate to the satisfaction of the Hearing Officer the following:

   a. Design Quality. The sign:

      i. Constitutes a substantial aesthetic improvement to the site and has a positive visual impact on the surrounding area;

      ii. Is of unique design, and exhibits a high degree of thoughtfulness, imagination, inventiveness, and spirit; and

      iii. Provides strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.

   b. Contextual Criteria. The sign shall contain at least one of the following elements:

      i. Classic historic design style;

      ii. Creative image reflecting current or historic character of the community; and

      iii. Inventive representation of the use, name, or logo of the structure or business.

   c. Architectural Criteria. The sign:

      i. Utilizes or enhances the architectural elements of the building; and

ii. Is placed in a logical location in relation to the overall composition of the building's façade and does not cover any key architectural features or details of the facade.

d. Neighborhood Impact Criteria. The sign is located and designed as to not cause light and glare impacts on neighboring residential uses.

6. Revisions to Creative Sign Permit. Revisions to a Creative Sign permit may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new Creative Sign permit.

G. Master Sign Program.

1. Purpose. A master sign program is intended to:

a. Integrate the design of multiple signs proposed for a development project with the design of the structures, into a unified architectural statement; and/or

b. Provide a means for defining common sign regulations for multi-tenant projects, to allow latitude in the design and display of multiple signs, and to achieve, not circumvent, the intent of this Form-Based Code and the Specific Plan vision.

2. Applicability. The approval of a master sign program shall be required whenever any of the following circumstances exist:

a. The property owner or applicant requests approval of a master sign program;

b. A project is proposed with four or more non-exempt signs located on the same lot or parcel, or building; or

c. A non-exempt sign is proposed where a non-conforming sign is present on a property which has four or more tenant spaces.

3. Application Requirements. A master sign program application shall include all information, materials, and fees as required for a Substantial Conformance Review application pursuant to Section 22.46.3004.D of this Form-Based Code.

4. Review and Approval Authority. The Hearing Officer may approve a master sign program through the granting of a Specific Plan Substantial Conformance Review for a master sign program pursuant to Section 22.46.3004.D of this Form-Based Code, except that the findings for a Specific Plan Substantial Conformance Review in Section 22.46.3004.D.4 of this Form-Based Code are not applicable.

5. Burden of Proof. In approving an application for a master sign program, the applicant shall substantiate to the satisfaction of the Hearing Officer the following:

a. The master sign program complies with the purposes of this Form-Based Code and the overall intent and vision of this Specific Plan;

b. The master sign program enhances the overall development, is harmonious with, and relates visually to other signs included in the master sign program, to the structures or developments they identify, and to surrounding development;

c. The master sign program accommodates future revisions that may be required because of changes in use or tenants; and

6. Revisions to Master Sign Programs. Revisions to a master sign program may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new master sign program.

H. Sign Design Recommendations. The County does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.

1. Sign copy should relate only to the name and/or nature of the business or building.

2. Permanent signs that advertise information such as continuous sales, special prices, or include phone numbers, should be avoided.

3. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.

I. Sign Maintenance Requirements. A sign that is not properly maintained or is dilapidated shall be deemed a public nuisance, and shall be abated in compliance with Part 6 of Chapter 22.60 of Title 22.

J. Nonconforming Signs and Amortization.

1. Applicability. The provisions of this subsection shall apply to all nonconforming signs.

a. In addition to all other applicable provisions of this section 22.46.3012, a nonconforming sign shall not be:

i. Modified relocated, replaced, repaired or re-established unless it is to bring the sign into conformance with the provisions of this section 22.46.3012.

ii. Re-established after damage or destruction of more than 50 percent of the replacement value of the sign prior to said damage or destruction.

2. Removal and Amortization Schedule. Any sign which is nonconforming due to the requirements of this Form-Based Code or to the requirements of Title 22, either by variance previously granted or by conformance to the existing sign regulations at the time the initial permit for such sign was issued, shall either be removed or made to comply with this Form-Based Code within 15 years from the effective date of this Form-Based Code.

22.46.3013 Block and Subdivision Guidelines

A. Purpose. This section establishes guidelines for maintaining the existing interconnected street and block network as well as for subdividing blocks into pedestrian-scaled blocks.

The procedure for subdividing land is intended to generate an urban infrastructure of small-scale, walkable blocks defined by an interconnected street network that is punctuated by a variety of public open space types.

B. Applicability. Any site that proposes new development and exceeds two acres in area should be designed in compliance with the guidelines of this section 22.46.3013.

C. Design Objectives and Subdivision Guidelines, existing blocks. Each site should be designed to:

1. Maintain the existing street network;

2. Enhance circulation and access;

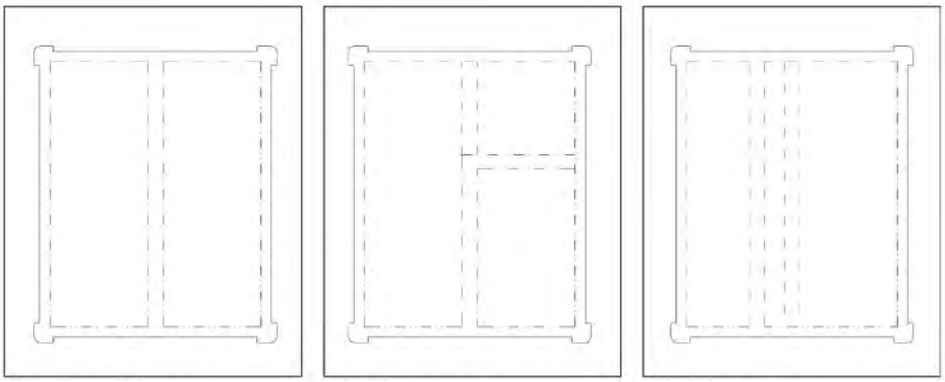
3. Generate lots within the block that facilitate pedestrian-oriented building design;

4. Generate buildings with their entrances facing bordering streets.

D. Existing Right-of-Way and Alley Guidelines.

1. Realignment of Right(s)-of-Way. Existing rights-of-way may be realigned provided that the resulting block and private property meet the guidelines of this section and the applicable building type standards of Section 22.46.3010 of this Form-Based Code.

2. Existing Alley-Access. In all cases, blocks with alleys should maintain such access. Existing alley-access may be modified through realignment; (shift, deflection, etc.) provided the realigned alley results in a minimum 100 feet of net lot depth on both sides of the realigned alley.



E. Design Objectives and Subdivision Guidelines. New blocks. Each site that exceeds 2 acres should be designed to be divided into smaller blocks with:

1. Internal streets, where appropriate to connect with off-site streets and/or to create a series of smaller, walkable blocks;

2. Service alleys within the new blocks;

3. Lots within the block(s) for the purpose of facilitating pedestrian-oriented building design;

4. Buildings, as allowed, correspond to lots with their entrances on bordering streets.

F. New Block Guidelines. The dimensional guidelines and required lot widths are summarized below:

1. Orthogonal Block Guidelines. Orthogonal blocks are rectilinear and consist of square or rectangular designs. The following guidelines apply:

a. Block Length / Width. Blocks of various designs and functions are allowed as diagrammed in this section and per the corresponding guidelines below:

Minimum: 150 feet; Maximum: 400 feet

b. Lot Width. All buildings should be designed to a lot as identified below:

Minimum: 50 feet or pursuant to the allowed Building Type, whichever is less

Maximum: 300 feet

Note: The lot is primarily for design purposes and may be made permanent through the regular process for lot line adjustments, or lot and/or tract maps.

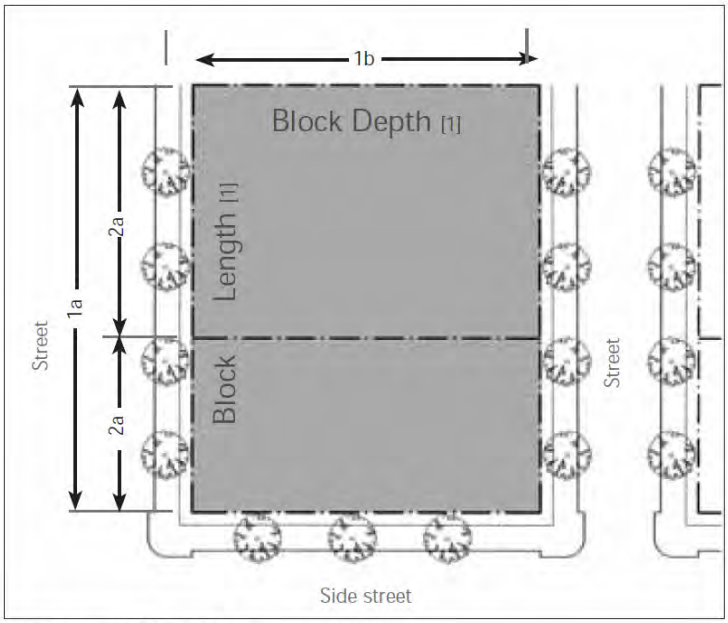


Figure 5 Orthogonal Block Guidelines Diagram

2. Trapezoidal Block Guidelines. Trapezoidal blocks are irregular in shape and consist of various designs. The following guidelines apply:

   a. Block Length / Width. Blocks of various designs and functions are allowed as identified in the diagram at left and per the corresponding guidelines below:

      Minimum: 100 feet; Maximum: average of 500 feet for two longest sides

   b. Lot Width. All buildings should be designed to a lot as identified below:

      Minimum: 50 feet or pursuant to the allowed Building Type, whichever is less

      Maximum: 300 feet

      Note: The lot is primarily for design purposes and may be made permanent through the regular process for lot line adjustments, or lot and/or tract maps.

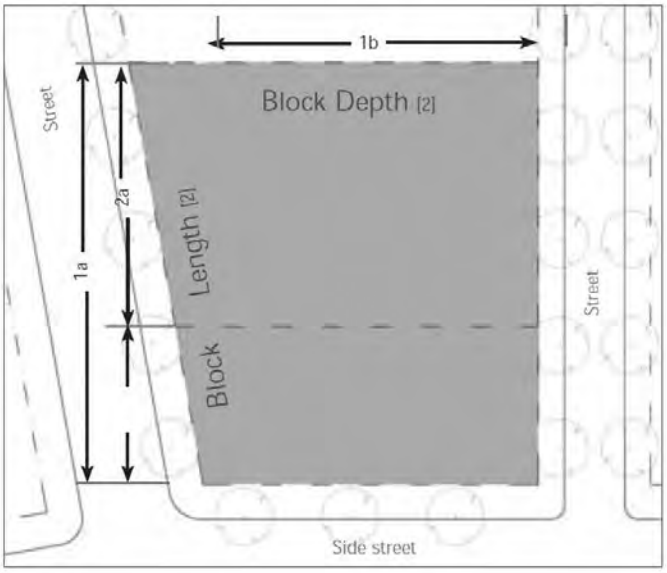


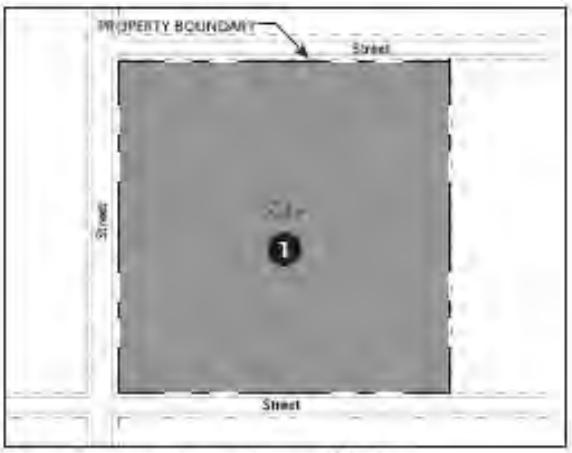
Figure 6 Trapezoidal Block Guidelines Diagram

   3. Streets / Rights-of-Way. All blocks should be designed to support a pedestrian-oriented environment pursuant to the goals and policies of the Specific Plan.

G. Illustrative Sequence: Applying Subdivision Guidelines to Achieve Pedestrian-Scaled Buildings.

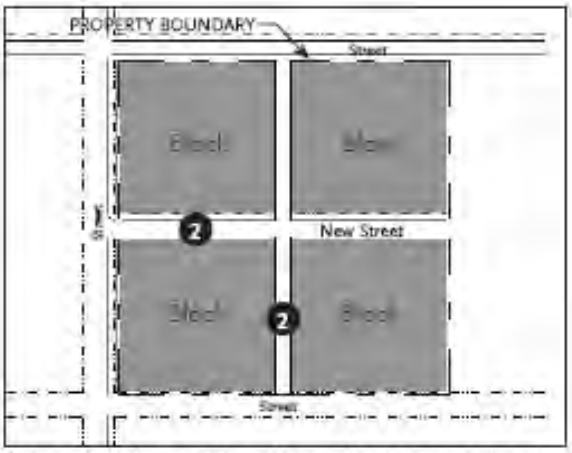
   This series of diagrams identifies the sequence of creating and maintaining walkable and multi-modal blocks to be developed in a variety of ways per the provisions of this Form-Based Code. This information illustrates the intent of the subdivision guidelines of Section 22.46.3014, combined with the building type standards of Section 22.46.3010, Title 21 of the County Code, provide direction on how to subdivide large lots.

Step 1: Existing Site. Sites larger than 2 acres should be subdivided further to create additional blocks. For sites less than 2 acres in size the requirements to introduce streets and alleys do not apply.



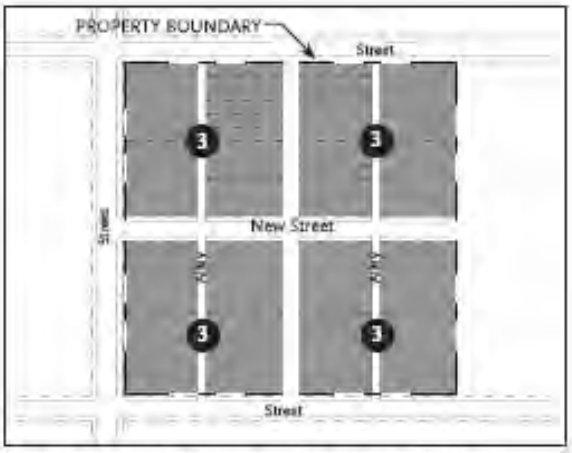
Existing site prior to creating new blocks

Step 2: Introduce Streets. Sites being subdivided into additional blocks should introduce pedestrian-scaled streets and comply with applicable block-size requirements.



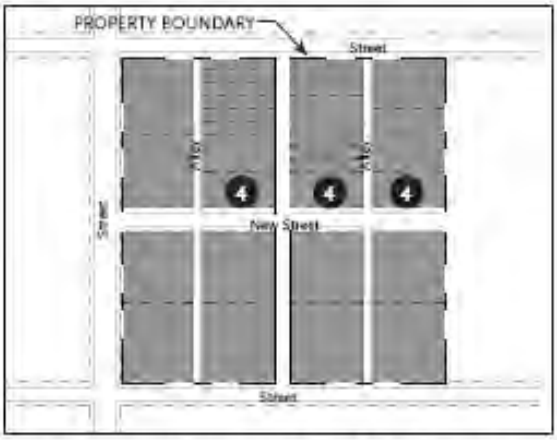
Streets are introduced to acheive pedestrian-scaled environment

Step 3: Introduce Alleys. Vehicular and pedestrian access to blocks and their individual lots is allowed only by alley/lane, side street or, in the case of residential development, via small side drives accessing multiple dwellings. The intent is to maintain the integrity and continuity of the streetscape without interruptions such as driveway access. Therefore, although residential development allows minor interruptions along the primary frontage, the introduction of rear service thoroughfares such as alleys and lanes is required.



Alleys are introduced to provide service and vehicular access

Step 4: Introduce Lots. Based on the type(s) of blocks created and the thoroughfare(s) that they front, lot(s) are introduced on each block to correspond with the allowable building types. These lot(s) are for the purpose of design and reflect the minimum area needed to effectively design corresponding building types. The permanence of the lot/lot lines is not required by these guidelines.



Lots are introduced per the width and depth requirements per the Building Type (Section 5.4.1)

Step 5: Introduce Projects. Each lot is designed to support a building(s). Lots can be configured for the allowed building types in the transect zone. The allowable building types are combined with the allowable frontage types, per the transect zone in which the lot is located.



Projects/Buildings are introduced per the applicable requirements:

APPENDIX



I. DEVELOPMENTAL INFLUENCES

A. Housing Subdivisions

One of the first subdivisions in the project area was Occidental Heights, located south of 3rd Street from Indiana Street to Gage Avenue. It was laid out in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College) on the site. (The university building was destroyed by fire in 1896 and the school relocated to Highland Park in 1898.) Most of the land to the north of 3rd Street was also subdivided in 1887. That area became known as Belvedere after the Belvedere Tract at the northwest corner of 3rd and Indiana Streets. A school district was established in 1888 with the first school built at 1st Street and Rowan Avenue in 1889. At this time, this area was outside the farthest eastern reaches of the city limits and was mostly rural in character, and no streetcars went further than Evergreen Cemetery at 1st Street and Evergreen Avenue in Boyle Heights. To coax buyers to consider the Occidental Heights Tract the advertisements read:

> Situated just outside the city limits...on a high plateau commanding the most delightful views in every direction. Free from the fogs which prevail in the western portion of the city, and receiving daily and delightful sea-breeze uncontaminated by the smoke and smells of the city. (Los Angeles Times, April 3, 1887.)

The Calvary Cemetery, which backs up to 3rd Street was established in 1896 on Whittier Boulevard. The old Calvary Cemetery was within the city limits and served the city for six decades, until city expansion called for relocation. Further development stalled at this eastern boundary for a time until the infrastructure could be extended.

The long-term success of these neighborhoods depended on ready access to the city. By 1903, the residents of both Occidental Heights and Belvedere were anxious to have a streetcar line extended to their neighborhoods and petitioned for an extension. At about the same time, these neighborhoods were also petitioning for annexation to the City of Los Angeles. There was a conflict about water rights and annexation would ensure continued access. In 1905 the streetcar was extended but the water was not and the neighborhoods remained outside the city limits.

Because the streetcars made the extension to the western edge of the project area by 1905, during a time of increasing development in the area, the neighborhoods could be considered streetcar suburbs. However, it was the residents who petitioned for the franchise and not the land developers.

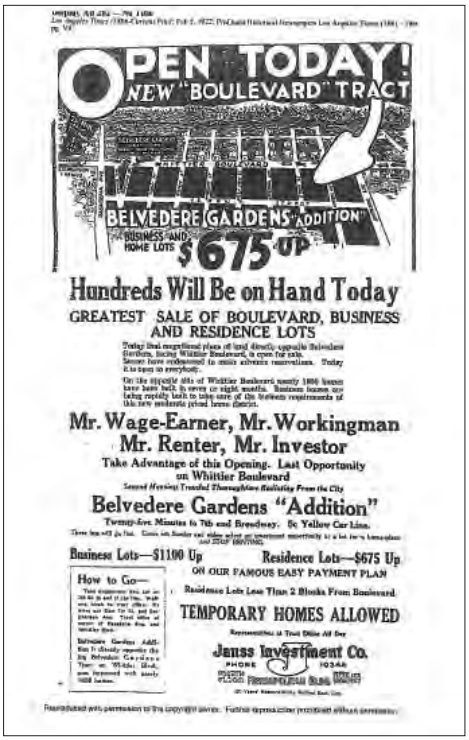
A streetcar suburb is a community whose growth and development was strongly shaped by the use of streetcar lines as a primary means of transportation. Los Angeles owes its growth and layout to the streetcar. The streetcar transported passengers over distances they could not easily cover on foot at a small cost shared by many patrons. Streetcars were originally animal powered carts rigged with multiple seats riding small steel rails; a configuration that avoided tiring ruts, dust and the cost of paved roads. Where a man alone could perhaps commute on foot a half mile or more from home to work, mass transit brought that same man the ability to commute three or four miles in relative comfort. Cable cars and then electric trolleys improved on animal traction with higher speeds and better reliability without pollution. (SurveyLA "Draft Historic Context Statement", Chapter 3-4, March 13, 2008.)

Streetcar lines fostered tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding availability of land for residential development. In a city like Los Angeles, streetcar lines formed the skeleton of the emerging metropolis and influenced the initial pattern of suburban development.

Socioeconomically, streetcar suburbs attracted a wide range of people from the working to upper-middle class, with the great majority being middle class. By keeping fares low in cost, streetcar operators encouraged households to move to the suburban periphery, where the cost of land and a new home was cheaper. (National Register Bulletin "Historic Residential Suburbs," http://www.nps.gov/history/Nr/publications/bulletins/suburbs/part1.htm. U.S. Department of the Interior, National Park Service. Accessed January 29, 2009.)

The extension of the Stephenson Avenue streetcar was completed to the eastern city limits in 1905. It was operated by the Los Angeles Railway. The Stephenson Avenue line was known as the "R" line and







1920s real estate advertisements

ran east from downtown Los Angeles on 7th Street and connected up with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. In the 1920s as development extended eastward the streetcar followed along Whittier Boulevard where lots were sold for commercial purposes. The Indiana Street shuttle line (35) ran from Whittier Boulevard to 1st Street to connect the "R" and "P" lines from 1920 to 1946. The "P" line, to the north, ran parallel to 6 Whittier Boulevard along 1st Street. (Hill's Map of Greater Los Angeles, (Los Angeles, CA: Hill Map Co.) 1938.)

The early development of 3rd Street shows a small number of commercial properties; no readily available information verified the presence of a streetcar on 3rd Street that would have promoted early commercial development. Small commercial properties developed along the eastern portion of 3rd Street beginning in the 1920s – auto repair and gas stations. Churches and schools also appeared along 3rd Street by the early to mid-1920s.

The next major subdivision of the project area was Belvedere Gardens in 1921. This subdivision is located south of 3rd Street and east of the Calvary Cemetery extending to the east side of LaVerne Avenue and south to Whittier Boulevard. This subdivision was developed by the Janss Investment Company. The land had once been part of the Rancho Laguna, a Spanish land grant that became part of the de Baker estate. After Arcadia de Baker died in 1915 the ranch land was leased while litigation held up the possibility of subdivision. The Janss Company purchased a total of four tracts. The first two are located in the project area and described above. Two additional tracts known as Belvedere Gardens Annex and Belvedere Gardens Addition, are located south of Whittier Boulevard, outside the project area, and were put on the market in early 1922. The lots were sold without improvements and temporary homes were allowed. The fact that these new neighborhoods faced Whittier Boulevard (Stephenson Avenue) was the major draw: "One block from the end of the 5 cent car line Belvedere Gardens faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population." (6 Los Angeles Times, October 9, 1921.)

The Janss Investment Company was a successful real estate development company founded in 1893 by Dr. Peter Janss to provide homes for people of limited incomes. The Janss Corporation eventually developed a number of subdivisions in Southern

California, including parts of Monterey Park, Boyle Heights, and the San Fernando Valley. Janss was a full-service company, employing its own architects and engineers. It did all of its own public improvements and grading, and even planned parks and school sites. They saw in "Westwood Hills" the opportunity to create a premier middle-class subdivision for the Westside. By 1922, they were aggressively promoting home sites south of Wilshire Boulevard. Development of Westwood Village was underway by 1928 to accommodate the growth stimulated by the newly opened University of California, Los Angeles.

In 1922, just as Belvedere Gardens was being built, an industrial district located just to the south along the Union Pacific rail lines was developing, including several lumber mills which provided supplies for the new housing stock going up nearby. Additionally, new homes were needed for the workers. Belvedere Gardens became a successful link between the desire of residence and workplace in close proximity.

The subdivision of Eastmont, directly east of Belvedere Gardens between 3rd Street and Whittier Boulevard, was developed in 1922. Eastmont was very similar to Belvedere Gardens in that the lots were sold without improvements. The developers were also looking at the increase in industry near the rail lines that would attract potential buyers. The attractive home site prices, proximity to public transportation and workplace made the southern communities of East Los Angeles a very desirable location in the early 1920s.

By October 1922 nearly 7,000 people had moved into Belvedere Gardens in 1,700 new homes. New businesses, schools, churches and a theater were developed to service the area. By July 1923, population had grown to 12,000 with 2,500 new homes. The Belvedere Gardens Chamber of Commerce was formed in 1923. The initial property owners had mainly Anglo surnames but it would not be long before an influx of immigrants would change the composition of the area. East Los Angeles grew in the 1920s owing to massive immigration from Mexico, and by the late 1920s it was the home to 30,000 Mexicans. Displacement within the City also forced the eastward movement of many Mexicans, in addition to Japanese and Chinese residents.

The remaining areas north and south of 3rd Street east to Atlantic Boulevard were mostly developed by 1930. Other small tracts subdivided by banks and other financial institutions north of 3rd Street from 1922-30 were mainly still residential property types. The area of Maravilla Park, north of 3rd Street, is noted on the city's Index maps but the map book could not be found to verify the date of subdivision. The areas just west of Atlantic Boulevard, at the point where Beverly Boulevard meets 3rd Street, were subdivided in the late 1920s and were only a parcel deep indicating early commercial development along this stretch of the corridor. The parcels on the north and south sides of the street just east of Atlantic Boulevard to the end of the project area at Sadler Avenue were subdivided in 1955 and 1948 which is evidenced by one- to two-story mid-century modern commercial office buildings.

One of the last subdivisions to be developed was the area east of Atlantic Boulevard and south of 3rd Street. In the early 1930s, the heirs to one of the last remaining Spanish ranchos, Rancho San Antonio, sold a portion of the property to community developers Hamilton Sales Corporation. The upturn in factory building in the area prompted the need for additional housing. The neighborhood became known as Bella Vista and it was the largest home building and development programs launched in East Los Angeles since the late 1920s. Demonstration or model homes were built to lure prospective home buyers to the area. Homes in this area date from the mid-1930s into the late 1940s. This is the most cohesive development in the project area.

B. Housing

The condition of housing in East Los Angeles is a product of the historical development of the community and the socio-economic status of the residents. Topography, age of housing, quality of construction, existing zoning, some absentee landlords, varied maintenance, over-crowding, and the negative environmental impacts of freeways has determined the current character of East Los Angeles.

The early developments, including Belvedere Gardens and Eastmont, sold lots without improvements. The owner was then expected to build their own home. Because the developers were eager to sell their lots they allowed temporary homes to be built at the rear of the lots until the homeowner could

1973 Nuestro Ambiente Survey

1973 Use	2009 Use	Comments
Catholic Youth Organization	Self Help Graphics	Social and cultural landmark; Change of name and service
Salas Drug Store		Not present
Belvedere Jr High School	Belvedere Jr High School	Physical landmark
Tom's Burgers	Tom's Burgers	Social landmark
Baptist Seminary	Eastside Mental Health Center	Social landmark; Change of name and service
Eastside Boys Club	Boys and Girls Club of East LA	Social landmark; Change of name
Acapulco Eating Stand		Not present
Our Lady of Lourdes Church	Our Lady of Lourdes Church	Physical and religious landmark
El Santuario de Guadelupe	El Santuario de Guadelupe	Physical and religious landmark
Calvary Cemetery	Calvary Cemetery	Physical landmark
Garfield High School	Garfield High School	Physical landmark
Belvedere Park	Belvedere Park	Physical landmark
1st Street & Indiana Street		Area of significance
Brooklyn Avenue (Cesar Chavez Avenue) & Rowan		Area of significance
1st Street & Rowan Avenue		Area of significance

afford a permanent dwelling which was restricted to a certain character or style. As a result, there are many properties within the project area from the 1920s that have two homes of approximately the same era on one lot.

C. Transportation

Transportation has played a vital role both in the development and disruption of East Los Angeles. In the 1880s the railroads helped to establish communities along their routes which promoted early settlement in areas farther away from the City center. The interurban transit system, beginning in the early 1900s, helped lure more people to these newly developed areas via local transportation which created the streetcar suburb. The freeways ostensibly did the same thing, another improved system for moving people farther out. However, their intrusion through established neighborhoods created barriers, noise and pollution.

The freeways fragmented many of the neighborhoods of the project area beginning in the 1950s with the Long Beach Freeway (710) which runs north-south crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (60) was built beginning in the mid-1960s and runs east-west mostly parallel to 3rd Street but crossing over 3rd Street just west of the Calvary Cemetery. (The Pomona freeway (60) was built from 1965-71. The Long Beach freeway (710) was built from 1952-65.) They disrupted the street grids and changed the housing patterns of established neighborhoods from the late 1880s. The freeways had a detrimental effect on the project area by demolishing existing residential areas and introduced new housing stock to established neighborhoods in addition to displacing both residents and businesses.

D. Commercial Corridors

The commercial corridors run mainly east-west along Brooklyn Avenue (now Cesar E. Chavez Avenue), 1st Street, 3rd Street, and Beverly Boulevard. The north-south corridors are Mednick Avenue and Atlantic Boulevard. The ownership of parcels along 3rd Street currently mirrors the Hispanic heritage, but there are a few Japanese names which reflect the immigrants that settled there in the late 1920s.

The Mexican community developed their own commerce first along Brooklyn Ave, then Mednik Avenue and 1st Street in the 1920s. Brooklyn Avenue was further developed through groups with higher economic means, mostly Jewish merchants from surrounding areas such as Boyle Heights. Post World War I industry and the increase of the automobile

created the segregated southern communities such as Belvedere Gardens in the 1920s and Eastmont in the 1930s. Infrastructure improvements also played an important role in the development of the southern communities; in 1923 Whittier Boulevard was paved with sidewalks eastward from Eastern Avenue to the City of Montebello which allowed for further commercial growth to support surrounding communities.

II. COMMUNITY LANDMARKS

Community landmarks are locations where people congregate and interact. They reflect the resident's religious, and cultural background, social and economic status. Churches, schools and community centers provide the expected social and recreational opportunities. Shopping and eating in the neighborhood are functional as well as social events.

In East Los Angeles there are distinct structures, locations and activity centers which reflect a certain character and uniqueness about the community. They act as points of reference and identification, perform an important function or provide a local service. Landmarks can be physically prominent, historically significant or of social, religious or cultural value.

The 1973 study Nuestro Ambiente listed several community landmarks, and this historic context study has used this as a basis for continuing analysis.

As this list illustrates, the religious faith of East Los Angeles is an integral part of the community's history and Mexican culture, tradition and ceremony. The social services that churches provide are key community elements because they address themselves to specific needs of the community.

The importance of public facilities implies the potential and responsibility of the public sector to improve the community environment. Schools, parks, libraries and health facilities can have an impact by addressing specific community needs.

Commercial establishments relate to the historical growth of the area. The first commercial strip to develop was along Brooklyn Avenue, between Ford Boulevard and Mednik Avenue in the Maravilla neighborhood. It contained several community landmarks including a market, Catholic church and Mexican bakery promoting the community's history, religion and ethnic background.

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III. SURVEY RESULTS

A. PURPOSE

Historic Resources Group performed a reconnaissance survey of the 3rd Street Corridor from Indiana Street along 3rd Street to Sadler Avenue on January 8, 2009, noting a mix of residential and commercial structures, with a few religious and institutional properties dating from the early decades of the 20th century to more contemporary times in the first few years of the 21st century. The property types, their construction age and parcel sizes illustrate the eastern thrust of the development pattern along the corridor, and the social evolution of this section of unincorporated Los Angeles and surrounding communities. Additional reconnaissance of surrounding neighborhoods in the project area to identify potential historic resources within the project area were made on September 2nd, 4th, 10th and 11th, 2009.

Historic resources may be designated at the federal, state and local levels. There are no current designated resources in East Los Angeles at the federal or state level. The County does not have a program for designating resources at the local level, however, a new historic preservation ordinance is being prepared. Several buildings in the project area have been previously surveyed and are listed in the California State Historic Resources Inventory. Those that have a status code of 5 or lower are noted in the tables below. A 2S status code means the property has been determined eligible for the National Register as a separate listing; a 3S status code means the property appears eligible for listing in the National Register as a separate property; a 5S2 status code means the property is eligible for local listing only.

B. 3RD STREET CORRIDOR SURVEY

Moving from west to east on 3rd Street, the historic properties progress from mostly older properties of the 1900s and 1920s to newer construction from the 1950s and 1960s, and from a mixture of residential and commercial to exclusively commercial. Almost all of the residential properties are in the 3rd Street corridor from Indiana to the 710 Freeway in the Southwest Quadrant, with a few of these properties in the corridor east of the 710 Freeway to Sadler Avenue in the Southeast Quadrant.

Historic Resources Group has identified some potential historic resources that may be of interest and retain a degree of historic integrity. Additional research would be needed to determine if these buildings are examples of residential and commercial architecture of the time period for this community and therefore eligible for some level of designation.

The tables below list property types of interest identified during the reconnaissance survey. They include residential bungalows; commercial properties including storefronts, corner stores, lunch stands and office buildings; cemeteries; churches; schools and one industrial site.







NORTHWEST QUADRANT (BELVEDERE)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
3691 E. 3rd St.	Commercial	ca. 1960	Mid-century restaurant	7R
3747-3751 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3809 E. 3rd St.	Commercial	ca. 1945	Car wash; could be oldest car wash in East Los Angeles	7R
4101-4103 E. 3rd St.	Church	1949	Santuario de Nuestra Senora de Guadalupe Church	2S
4249 E. 3rd St.	Commercial	ca. 1966	Mid-century gas station; metal roof	7R
260 S. Eastern Ave.	Cemetery	n/d	United Serbian Benevolent Cemetery	7R

SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
3644-3672 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3674 E. 3rd St.	Commercial	ca. 1930	Streamline storefront	7R
3700-3744 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3748 E. 3rd St.	Commercial	1918	Corner store; rare example of property type on 3rd St.	2S
3772 E. 3rd St.	Church	1931	Our Lady of Lourdes Church	2S
3886 E. 3rd St.	Residential	1890	Victorian house; rare example of property type on 3rd St.	2S
3916 E. 3rd St.	Commercial	ca. 1920	Vernacular storefront strip; rare example of property type on 3rd St.	7R
4201 Whittier Blvd.	Cemetery	1896	New Calvary Cemetery	2S
4322-4326 E. 3rd St.	Industrial	1934	Art Deco light industrial; rare example of property type on 3rd St.	7R
4338 E. 3rd St.	Residential	ca. 1921	Vernacular bungalow from Belvedere Gardens subdivision; rare example of property type on 3rd St.	7R







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7R: Identified in Reconnaissance Level Survey, Not evaluated

NORTHEAST QUADRANT (MARAVILLA)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
4619-4621 E. 3rd St.	Commercial	1946-47	Moderne commercial court	7R
5245 Pomona Blvd.	Commercial	1956	Mid-century; mortuary	7R
5255 Pomona Blvd.	Commercial	1962	Mid-century; office building	7R
5425 Pomona Blvd.	Commercial	1954	Mid-century; office building	7R







SOUTHEAST QUADRANT (BELVEDERE GARDENS)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
4504 E. 3rd St.	Commercial	n/d	Mid-century neon sign; need to check date	7R
4642 E. 3rd St.	Commercial	1950	Vernacular lunch stand; rare example of property type on 3rd St.	7R
4765 E. 4th St.	Institutional	1939	Griffith Middle School	5S2
5034 E. 3rd St.	Commercial	1950	Mid-century; auto repair	7R
5048 E. 3rd St.	Commercial	1949	Mid-century; restaurant/bar	7R
5100 E. Beverly Blvd.	Commercial	1955	Mid-century; lunch stand; rare example of property type on 3rd St.	7R
256 S. Atlantic Blvd.	Commercial	1947	Mid-century; retail storefront strip; neon tower sign; rare example of property type on 3rd St.	7R
5226 Pomona Blvd.	Commercial	1948	Mid-century; restaurant	7R
5236 Pomona Blvd.	Commercial	1962	Japanese nursery; rare example of property type on 3rd St.	7R
5260 Pomona Blvd.	Commercial	1957	Mid-century; office building	7R
5400 Pomona Blvd	Commercial	1961	Mid-century; office building	7R
5420 Pomona Blvd.	Commercial	n/d	Japanese nursery; rare example of property type on 3rd St.	7R
5440 Pomona Blvd.	Commercial	1964	Mid-century; office building	7R
5442 Pomona Blvd	Commercial	1950	Mid-century; office building	7R

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KING
TACO


Sanyo
NURSERY
5236
DR. EARTH
ORGANIC FERTILIZERS


PARKING


PEP BOYS



C. RESIDENTIAL NEIGHBORHOOD SURVEY

Historic Resources Group used maps generated by Moule & Polyzoides to overlay potential significant historic resources and areas of potential neighborhood conservation zones.

There are no intact development patterns evident in the western region of the project area. However, potentially significant individual properties that are particularly good examples of a style or rare property type and, blocks faces that could be potential conservation zones with similar lot sizes, cohesive setbacks, housing types and architectural styles still exist, add character to the neighborhood and physically tell the story of neighborhood development.

The integrity of much of the housing stock is impaired due to of the addition of non-original stucco, vinyl or other siding and replacement windows and doors. Many original single-family houses have been subdivided and are currently multi-family. Those properties that have moderate to good integrity and are a good or rare example of a style are hi-lighted on the maps and listed in the tables below. They include residential bungalows, schools, cemeteries and churches. Moving from west to east, the residential bungalows progress from older properties of the 1900s and 1920s to newer construction from the 1930s, 1940s and 1950s. The styles progress from with Craftsman moving into Revival styles, and at the farthest east Minimal Traditional styles.







1. Northwest Quadrant (Belvedere)

Generally, the housing stock in this area ranges from the 1910s to the 1940s. The most significant buildings date from the 1910s and 1920s. Of interest, there are many one and two-story Craftsman style houses, schools, churches, and commercial blocks, and one multi-family building. The intact block patterns tend to be across from the Belvedere Elementary and High Schools. The western portion of the area is laid out in a strong grid pattern with the block running north-south and the lots running east-west until the topography changes towards the east end. The integrity deteriorated farther east towards the 710 Freeway with fewer significant properties.

NORTHWEST QUADRANT (BELVEDERE)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
116-18 S. Alma Ave.	Residential	1885	Victorian house; rare example of property type	3S
156 N. Alma Ave.	Residential	1907		7R
135 S. Hicks Ave.	Residential	1908		7R
219 N. Hicks Ave.	Residential	1907/15		7R
200-300 Block N. Hicks Ave.	Residential Block			7R
223 S. Ditman Ave.	Residential	1910	Craftsman bungalow	7R
227-29 N. Ditman Ave.	Residential	1912	Craftsman bungalow	7R
235 N. Ditman Ave.	Residential	1915	Craftsman bungalow	7R
239 N. Ditman Ave.	Residential	1909	Craftsman bungalow	7R
124 N. Townsend Ave.	Institutional	1925	Belvedere Lodge	7R
315 N. Townsend Ave.	Residential	1914/26		7R
3601-03 Michigan Ave.	Residential	1911/23	Spanish stucco with arches; two-story multi-family	7R
200 Block S. Rowan Ave.	Residential Block			7R
139-41 N. Rowan Ave.	Residential	1909/21		7R
307-09 N. Rowan Ave.	Residential	1923	Craftsman bungalow	5S2
200-300 Block N. Rowan Ave.	Residential Block			7R
3647 1st St.	Commercial	1927	Unique Theater	5S2
3724 1st St.	Institutional	1922	Belvedere Elementary School	2S
100-200 Block S. Eastman Ave.	Residential Block			7R
140-42 N. Gage Ave.	Residential	1909		7R
171 N. Gage Ave.	Residential	1908		7R
217-19 N. Gage Ave.	Residential	1922		7R
227-29 N. Gage Ave.	Residential	1912		7R
100-300 Block N. Gage Ave.	Residential Block			7R
3800 Cesar Chavez Ave.	Institutional	1927	Self Help Graphics	7R
217 N. Record Ave.	Residential	1913		7R
227 N. Record Ave.	Residential	1912		7R
312 N. Record Ave.	Institutional	n/d	Belvedere Junior High School	7R
200-300 Block N. Record Ave.	Residential Block			7R
3962 Michigan Ave.	Residential	1909	Carriage house	7R
216 S. Sunol Dr.	Residential	1909		7R
173 N. Sunol Dr.	Residential	1915		7R
4102 Zaring St.	Residential	1901		7R

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2. Southwest Quadrant (Occidental Heights)

This area is predominantly residential. A majority of the area is laid out in a strong grid pattern with the blocks running east-west and the lots running north-south until the topography changes towards the north and east. The housing stock is mainly 1½ to 2-story Craftsman style with several good examples throughout the area. Many of the deep lots have allowed for two units on a single lot. Some of these units are newer vintage but we also noticed that the back units were also Craftsman bungalows. Of interest is one school, the Calvary Cemetery and a social services building on Indiana Street.

There were fewer intact block patterns in this area. Of particular interest is a Craftsman grouping on the 3700 block of Fourth Street and a Spanish stucco grouping on the 600 block of S. Ditman Avenue The Craftsman grouping is particularly noteworthy because it backs up to a block on 3rd Street that was noted in the 3rd Street survey as an intact grouping of residential properties. As a result, this entire block may be the only intact example of early development Craftsman bungalows in the study area. In addition, the grouping of 1920s Spanish style stucco bungalows which have the same massing and design are a rare example of the work of a single builder, contractor or developer.





3. Northeast Quadrant (Maravilla)

There were very few examples of residential property types in this area that have historic significance and no intact block patterns. The area is a mix of residential properties, schools, institutional properties and cemeteries. There is a good amount of new development which compromises the historic integrity of this area.



SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
512 S. Indiana St.	Institutional	1930	East Los Angeles Mental Health	3S
4201 E. Whittier Blvd.	Cemetery	1896	Calvary Cemetery	2S
4117-19 Hubbard St.	Residential	1908	Craftsman bungalow	7R
4121 Hubbard St.	Residential	1917	Craftsman bungalow	7R
3823-25 Princeton St.	Residential	1921	Craftsman bungalow	7R
3827-29 Princeton St.	Residential	1921	Craftsman bungalow	7R
3741 E. 6th St.	Residential	1919	Craftsman bungalow	7R
3745 E. 6th St.	Residential	1910	Craftsman bungalow	7R
3634 Lanfranco St.	Residential	1911	Craftsman bungalow	7R
3635-37 Lanfranco St.	Residential	1912	Craftsman bungalow	7R
3651 Lanfranco St.	Residential	1928	Craftsman bungalow	7R
3655-57 Lanfranco St.	Residential	1927	Craftsman bungalow	7R
538 S. Ditman Ave.	Residential	1914	Craftsman bungalow	7R
3700 Block 4th St.	Residential Block	1910s	Craftsman grouping	7R
616-32 S. Ditman Ave.	Residential Block	1920s	Spanish stucco grouping	7R
610 S. Rowan Ave.	Institutional	1916	Rowan Avenue Elementary School	3S
466 S. Rowan Ave.	Residential	1922	Craftsman bungalow	7R
463 S. Rowan Ave.	Residential	1911	Craftsman bungalow	7R
459 S. Rowan Ave.	Residential	1921	Craftsman bungalow	7R
443 S. Rowan Ave.	Residential	1911	Craftsman bungalow	7R
667 S. Bonnie Beach	Residential	1923	Craftsman bungalow	7R
663 S. Bonnie Beach	Residential	1909	Craftsman bungalow	7R
453 S. Bonnie Beach	Residential	1915	Craftsman bungalow	7R
401 S. Bonnie Beach	Residential	1914	Craftsman bungalow	7R
351-53 S. Bonnie Beach Pl.	Residential	1921	Craftsman bungalow	7R

NORTHEAST QUADRANT (MARAVILLA)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
4360 E. 1st St.	Cemetery	1922	Chinese Cemetery	5S2
4319 E. 2nd St.	Cemetery	1930	Russian Molokan Cemetery	5S2
4355 E. 2nd St.	Cemetery	1908-10	St. Sava Serbian Church and Cemetery	2S
4539-41 Michigan Ave.	Residential	1928-33	Craftsman bungalow	7R
335 N. McDonnell Ave.	Residential	1924-26	Craftsman bungalow	7R

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4. Southeast Quadrant (Belvedere Gardens/Eastmont/Bella Vista)

This area has the most variety of housing styles. There are early development housing stock including Craftsman bungalows; 1920s Revival styles including Spanish, Tudor and Storybook; and pre- and postwar 1930s-50s minimal traditional housing. The older styles remain at the west end just east of Calvary Cemetery, the Revival Styles tend to be located in the Belvedere Gardens development and the pre- and postwar housing begins east of Atlantic Boulevard in the Edgemont and Bella Vista developments. The integrity is the lowest west of Arizona with only a handful of good examples including the Humphrey's Avenue School, a small Art Deco style church, and Craftsman and Spanish stucco style bungalows. There are several intact block patterns around Garfield High School farther to the east and a particularly good example of a Spanish stucco style bungalow court on the 500 block of Fetterly Avenue. The prewar housing to the east of Atlantic Boulevard in the Eastmont and Bella Vista developments is predominantly 1-story single-family dwellings mixed with 1 to 2-story multi-family dwellings. The architectural style tends to be Minimal Traditional. Via Corona Street just north of Repetto Street and south of Beverly Boulevard is notable because it is the only street in the project area that has street trees. The areas north of Repetto Street appear to be postwar developments which mirror the commercial development along Pomona and Beverly Boulevards. A small postwar development north of Pomona Boulevard at Woods Avenue has larger lot sizes than other blocks in the project area. The postwar housing stock in this area is very cohesive but the integrity ranges from excellent intact housing stock to poor because of replacement windows and doors, however the footprints are generally intact and there have been very few teardowns.







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SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
631-35 S. Humphreys Ave.	Residential	1928		7R
644 S. Humphreys Ave.	Institutional/Church	1932	Community Bible Fellowship; Art Deco	7R
500 S. Humphreys Ave.	Institutional/ School	n/d	Humphreys Ave. Elementary School	7R
480 Betty Ave.	Residential	1924	Spanish stucco bungalow	7R
612 S. Duncan	Residential	1921		7R
408 S. McBride Ave	Residential	1925		7R
500 S. McDonnell Ave.	Residential	1926		7R
539 S. Arizona Ave.	Residential	1922		7R
353-55 S. Arizona Ave.	Residential	1923	Spanish stucco bungalow	7R
4765 4th St.	Institutional/ School	1939	Griffith Middle School	5S2
562-70 S. Fetterly Ave.	Residential	1934	Spanish stucco bungalow court; rare example of property type	7R
560 S. Fetterly Ave.	Residential	1936	Tudor Revival bungalow	7R
544-48 S. Fetterly Ave.	Residential	1924	Spanish stucco bungalow	7R
449-50 S. Ferris Ave.	Residential	1919	Craftsman bungalow	7R
400 Block S. LaVerne Ave.	Residential Block	1920s	1920s Revival style grouping	7R
344-46 S. LaVerne Ave.	Residential	1927	Craftsman bungalow	7R
326 S. LaVerne Ave.	Residential	1929	Spanish stucco bungalow	7R
500 S. LaVerne Ave.	Residential	1927	Craftsman bungalow	7R
400 Block Clela Ave.	Residential Block	1920s	1920s Revival style grouping	7R
422 Clela Ave.	Residential	1937	Ranch house	7R
389 Clela Ave.	Residential	1928	Storybook bungalow	7R
377 Clela Ave.	Residential	1928	Spanish stucco bungalow	7R
396 S. Vancouver Ave.	Residential	1927	Spanish stucco bungalow	7R
5101 E. 6th St.	Institutional/ School	n/d	Garfield High School	7R
400-500 Block S. Woods Ave.	Residential Block	1920s	1920s Revival style grouping	7R
558 S. Woods Ave	Residential	1930	Spanish stucco bungalow	7R
5134-3S. Eagle St.	Residential	1941	Streamline Moderne multi-family complex; rare example of property type	7R
387 Amalia Ave.	Residential	1924	Craftsman bungalow	7R
420 Amalia Ave.	Institutional/ School	n/d	Fourth Street Elementary School	7R
428 Hillview Ave.	Residential	1937	Spanish stucco bungalow	7R
400 Hillview Ave.	Residential	1938	Spanish stucco bungalow	7R
400 Block Oakford Dr.	Residential Block	1930s	1930s Minimal Traditional style grouping	7R
436 Oakford Dr.	Residential	1930	Minimal Traditional house	7R
432 Oakford Dr.	Residential	1939	Minimal Traditional house	7R
428 Oakford Dr.	Residential	1941	Minimal Traditional house	7R





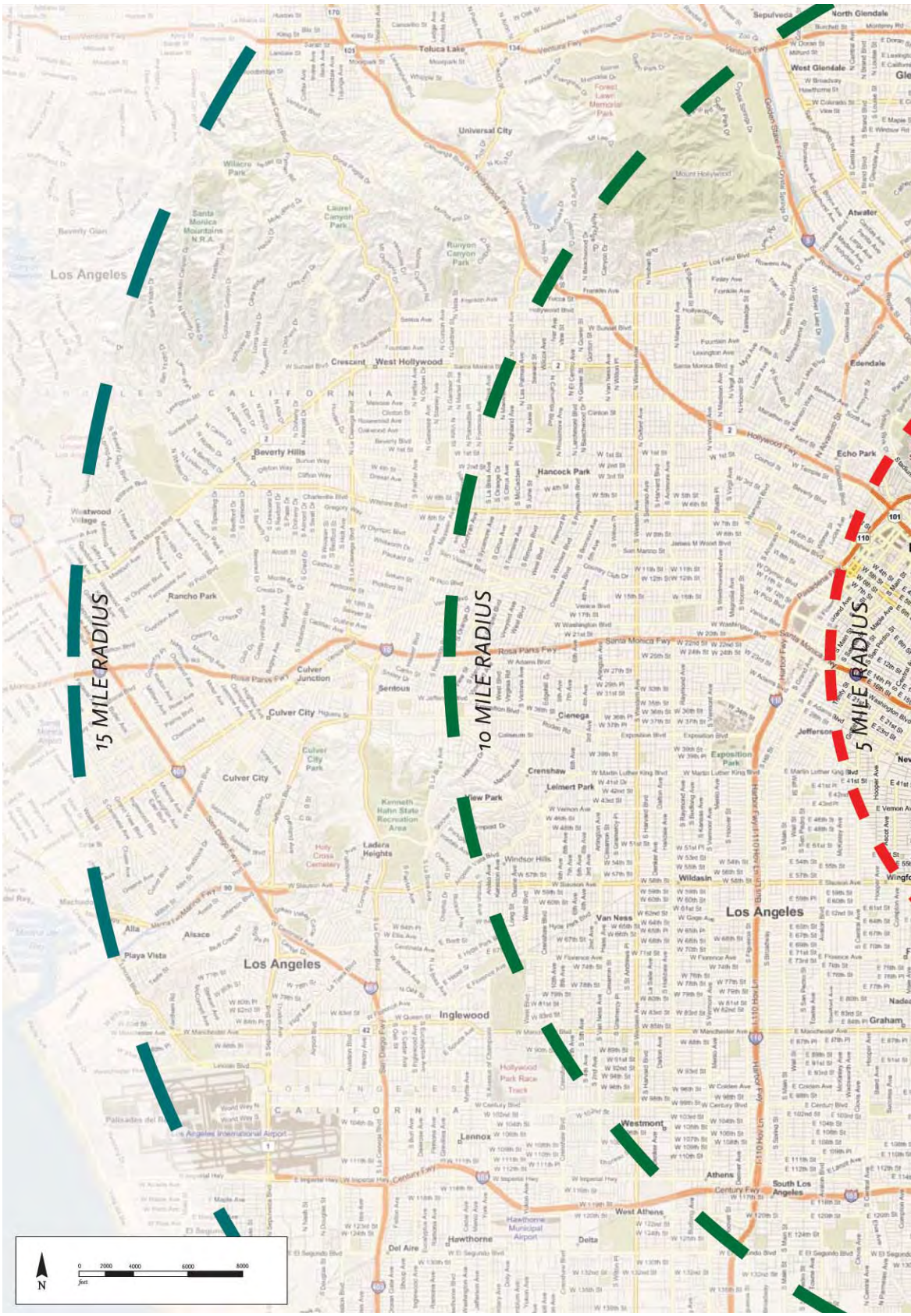


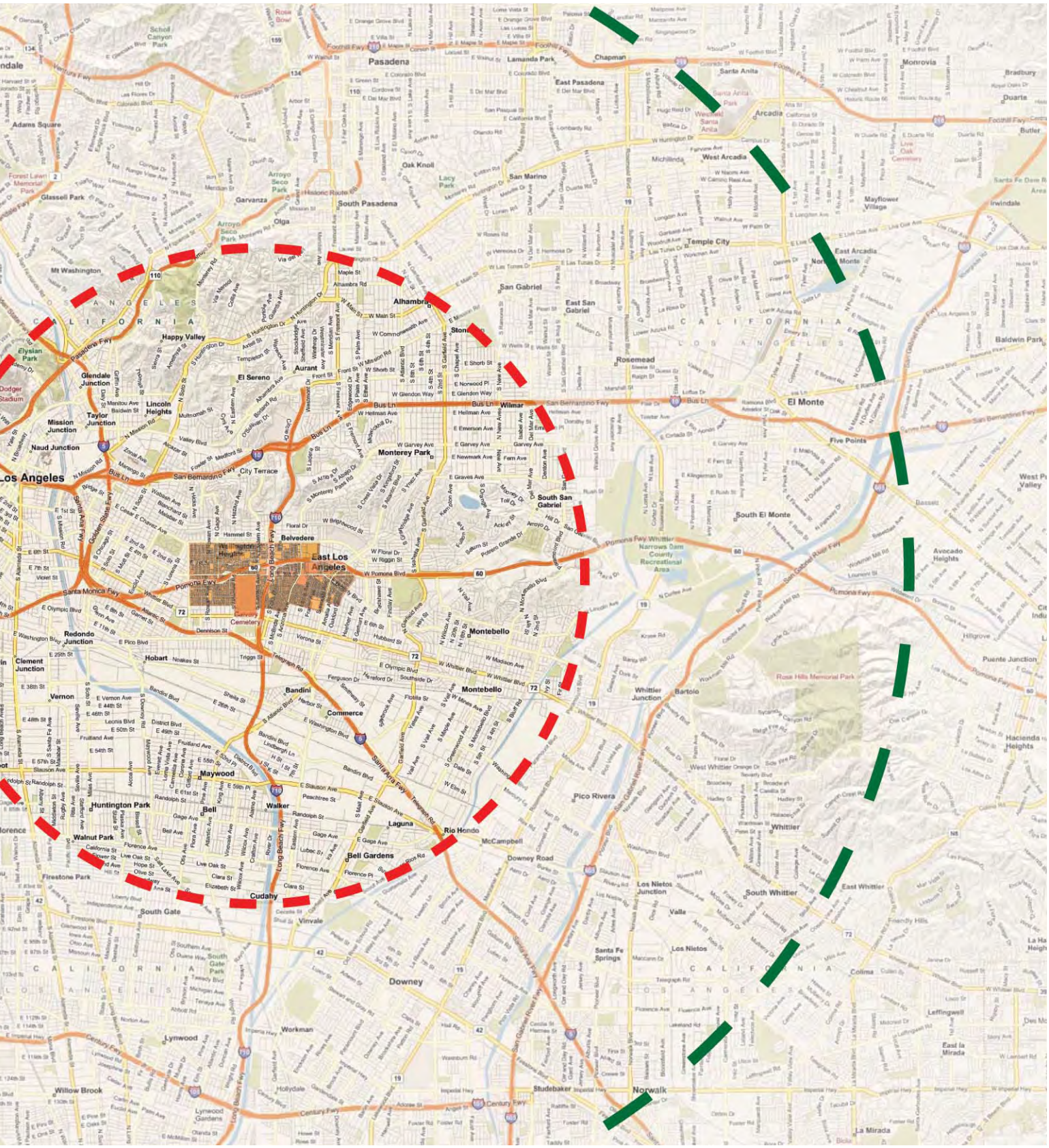
SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
424 Oakford Dr.	Residential	1941	Minimal Traditional house	7R
403 Oakford Dr.	Residential	1904	Craftsman bungalow	7R
5200-5300 Block Via Corona St.	Residential Block	1940s-1950s	1940s and 1950s Minimal Traditional style grouping with street trees	7R
5264-66 Via San Delarro St.	Residential	1952	Minimal Traditional multi-family	7R
5244 Via San Delarro St.	Residential	1947	Minimal Traditional multi-family	7R
5326 Via San Delarro St.	Residential	1941	Minimal Traditional house	7R
5377 Via San Delarro St.	Residential	1940	Minimal Traditional house	7R
5323 Via San Delarro St.	Residential	1941	Minimal Traditional house	7R
5262 Via Campo St.	Residential	1952	Minimal Traditional multi-family	7R
5270 Dewar Ave.	Residential	1935	Minimal Traditional house	7R
5326 Dewar Ave.	Residential	1936	Minimal Traditional house	7R
5335 Dewar Ave	Residential	1948	Minimal Traditional multi-family	7R
281 S. Hillview Ave.	Residential	1950	Minimal Traditional multi-family	7R
291 S. Hillview Ave.	Residential	1948	Minimal Traditional multi-family	7R
278 S. Hillview Ave.	Residential	1946	Minimal Traditional house	7R
321 Margaret Ave.	Residential	1941	Minimal Traditional house	7R
315-17 Margaret Ave.	Residential	1951	Minimal Traditional multi-family	7R
309-11 Margaret Ave.	Residential	1941	Minimal Traditional multi-family	7R
271 Oakford Dr.	Residential	1949	Minimal Traditional house	7R
202 S. Vancouver Ave.	Residential	1947	Minimal Traditional house	7R
225 S. Bleakwood Ave.	Residential	1950	Minimal Traditional house	7R
230 S. Bleakwood Ave.	Residential	1942	Minimal Traditional house	7R
215 S. Roscommon Ave.	Residential	1942	Minimal Traditional house	7R
222 S. Roscommon Ave.	Residential	1950	Minimal Traditional house	7R
213 S. Westcott Ave.	Residential	1951	Minimal Traditional house	7R
206 S. Westcott Ave.	Residential	1944	Minimal Traditional house	7R
212 S. Westcott Ave.	Residential	1944	Minimal Traditional house	7R
5310-14 Fernfield Dr.	Residential	1957/58	Minimal Traditional house	7R
5320 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5324 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5330 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5402 Fernfield Dr.	Residential	1947	Minimal Traditional house	7R

HRI Status Codes

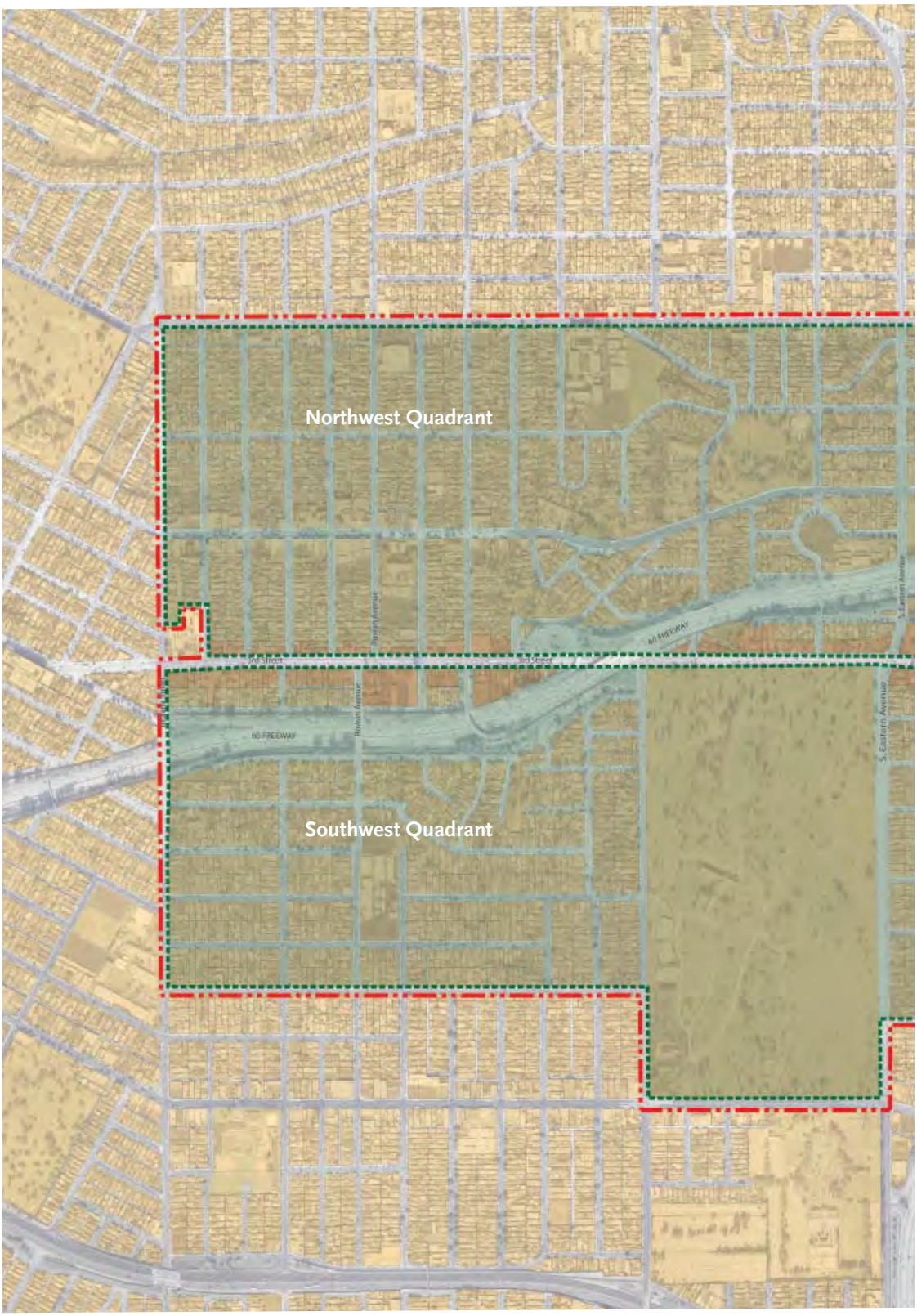
2S: Individual property determined eligible for National Register, listed in the California Register
3S: Appears eligible for National Register through survey evaluation
5S2: Individual property that is eligible for local listing or designation
7R: Identified in Reconnaissance Level Survey, Not evaluated

I. REGIONAL CONTEXT



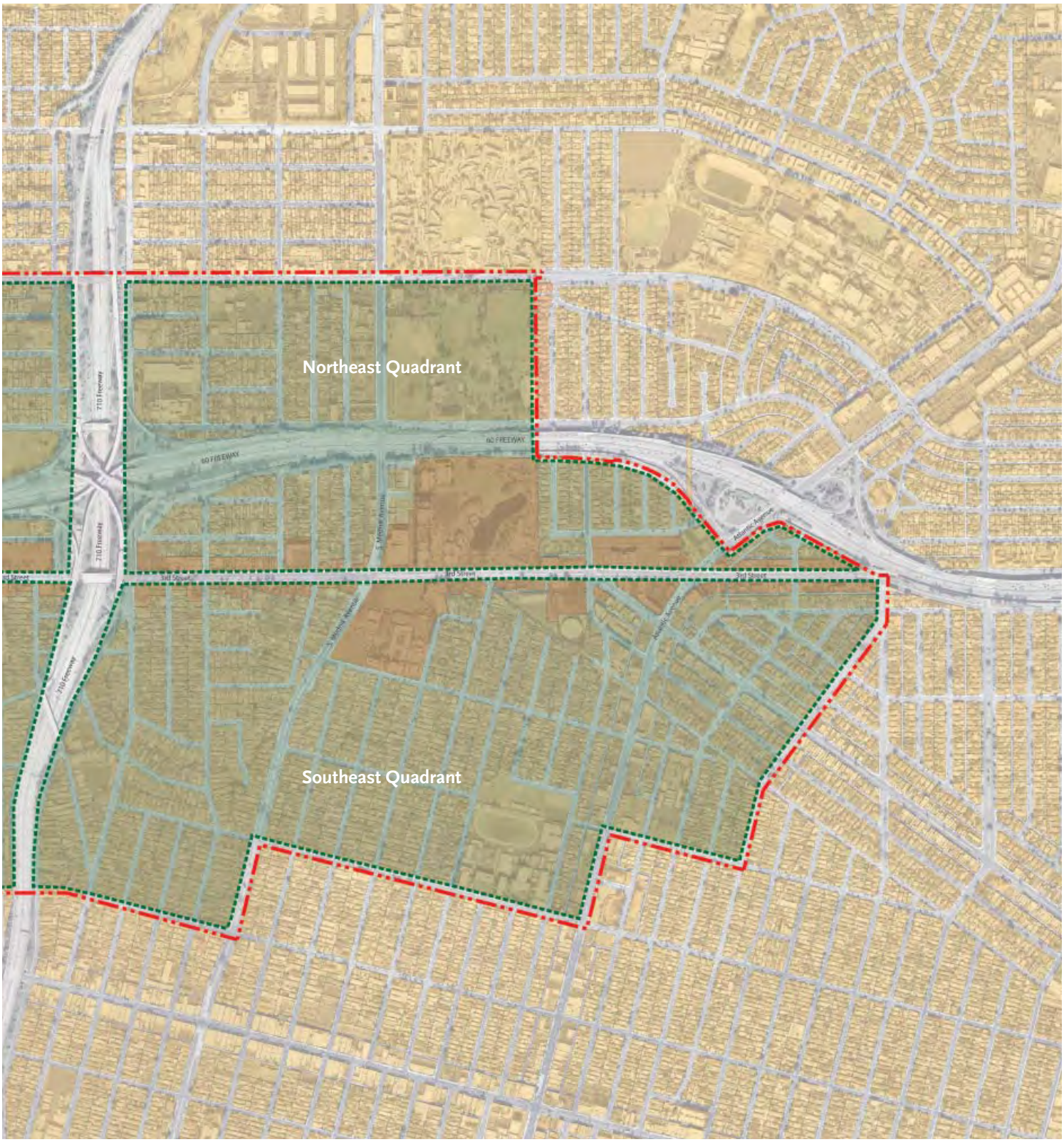

Pasadena
Chapman
Lamanda Park
East Pasadena
Santa Anita
Monrovia
Bradbury
Duarte
Arcadia
Adams Square
Oak Knoll
San Marino
West Arcadia
Glassell Park
Garvanza
South Pasadena
Mayflower Village
Irwindale
Olga
Temple City
Mt Washington
East Arcadia
San Gabriel
Alhambra
Happy Valley
Rosemead
Baldwin Park
Elysian Park
Glendale Junction
El Sereno
Aurant
Lincoln Heights
Taylor Junction
Mission Junction
Naud Junction
Wilmar
El Monte
Five Points
Monterey Park
Los Angeles
City Terrace
South San Gabriel
South El Monte
Belvedere
East Los Angeles
Narrows Dam County Recreational Area
Avocado Heights
Montebello
Redondo Junction
Clement Junction
Hobart
Bandini
Commerce
Whittier Junction
Bartolo
Puente Junction
Rose Hills Memorial Park
Vernon
Maywood
Huntington Park
Bell
Walker
Laguna
Rio Hondo
McCampbell
Pico Rivera
Whittier
Haciendas Heights
Walnut Park
Bell Gardens
Downey Road
Los Nietos Junction
South Whittier
East Whittier
Firestone Park
Cudahy
South Gate
Vinvale
Valle
Los Nietos
Santa Fe Springs
Downey
Colima
Lynwood
Workman
Leffingwell
East la Mirada
Willow Brook
Studebaker
Norwalk
La Mirada

II. QUADRANT PLAN

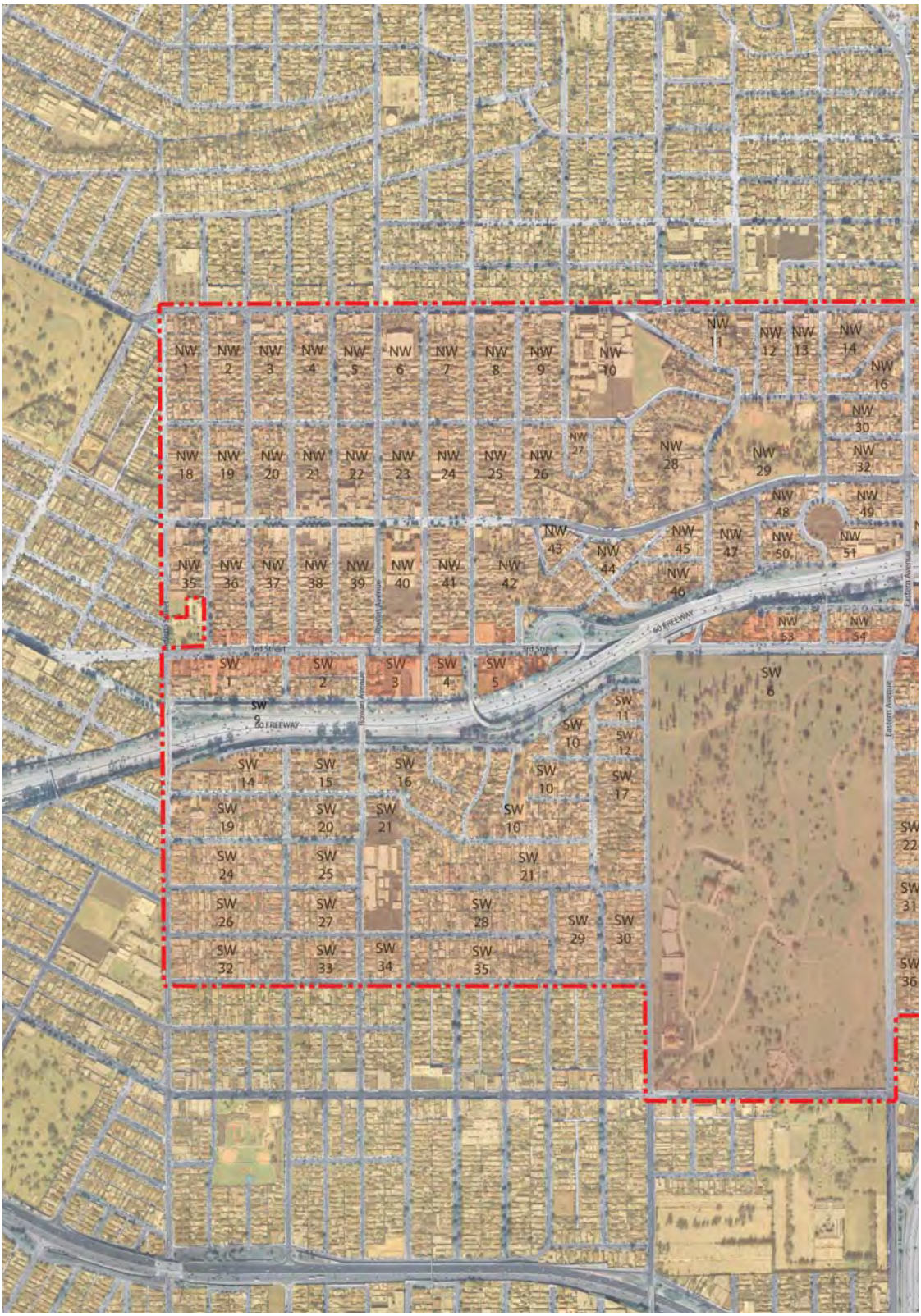


LEGEND

- 3rd Street Parcels within the Specific Plan Area
- Specific Plan Parcels - Other than 3rd Street Parcels
- Parcels Outside of Specific Plan Boundary
- Specific Plan Boundary
- Quadrant Boundary within the Specific Plan Area


Northeast Quadrant
Southeast Quadrant
60 FREEWAY
710 Freeway
3rd Street
Atlantic Avenue
S Mednik Avenue

III. CAPACITY DIAGRAM



LEGEND

- Third Street Parcels within the Specific Plan Boundary
- Specific Plan Parcels - Other than Third Street Parcels
- Parcels Outside of Specific Plan Boundary
- SW — Southwest Quadrant Block 1
- A-1 — Block Section A Parcel 1


NW 15
NW 17
NW 31
NW 33
NW 34
NE 1
NE 2
NE 3
NE 4
NE 5
NE 6
NE 7
NE 8
NE 9
NE 10
NE 11a
NE 11b
NE 12
NE 13
NE 14
NE 15
NE 16
NE 17
NE 18
NE 19
NE 20
NE 21
NE 22
NE 23
NE 24
NE 25
NE 26
NE 27
NE 28
NE 29
NW 52
NW 55b
SW 8
SW 7
SW 23
SE 1a
SE 1b
SE 2
SE 3
SE 4
SE 5
SE 6
SE 7
SE 8
SE 9
SE 10
SE 11
SE 12
SE 13
SE 14
SE 15
SE 16
SE 17
SE 18
SE 19
SE 22
SE 23
SE 24
SE 25
SE 26
SE 27
SE 28
SE 29
SE 30
SE 31
SE 32
SE 33
SE 34
SE 35
SE 36
SE 37
SE 38
SE 39
SE 40
SE 41
SE 42
SE 43
SE 44
SE 45
SE 46
SE 47
SE 48
SE 49
SE 50
SE 51
SE 52
SE 53
SE 54
SE 55
SE 56
SE 57
SE 58
SE 59

IV. 3RD STREET PARCELS SUMMARY

THIRD STREET CORRIDOR TOTALS					
EXISTING DEVELOPMENT				ALLOWED DEVELOPMENT	
Parcel Area (sq/ft)	Parcel Area (Acres)	Building Sq/ Ft	Units	Max Area Allowed (all floors combined)	Equivalent Res'l Units
4,226,458	97.03	777,651	185	8,036,810	1,886

THIRD STREET CORRIDOR SUBTOTALS - WEST OF 710 FWY					
EXISTING DEVELOPMENT				ALLOWED DEVELOPMENT	
Parcel Area (sq/ft)	Parcel Area (Acres)	Building Sq/ Ft	Units	Max Area Allowed (all floors combined)	Equivalent Res'l Units
1,067,546	24.51	178,772	78	3,457,981	871

THIRD STREET CORRIDOR SUBTOTALS - EAST OF 710 FWY					
EXISTING DEVELOPMENT				ALLOWED DEVELOPMENT	
Parcel Area (sq/ft)	Parcel Area (Acres)	Building Sq/ Ft	Units	Max Area Allowed (all floors combined)	Equivalent Res'l Units
3,158,941	72.52	598,879	107	4,578,829	1,015




60 FREEWAY
710 Freeway
Eastern Avenue
3rd Street
Atlantic Avenue

V. 3RD STREET PARKING CONDITIONS




60 FREEWAY
710 Freeway
Eastern Avenue
3rd Street

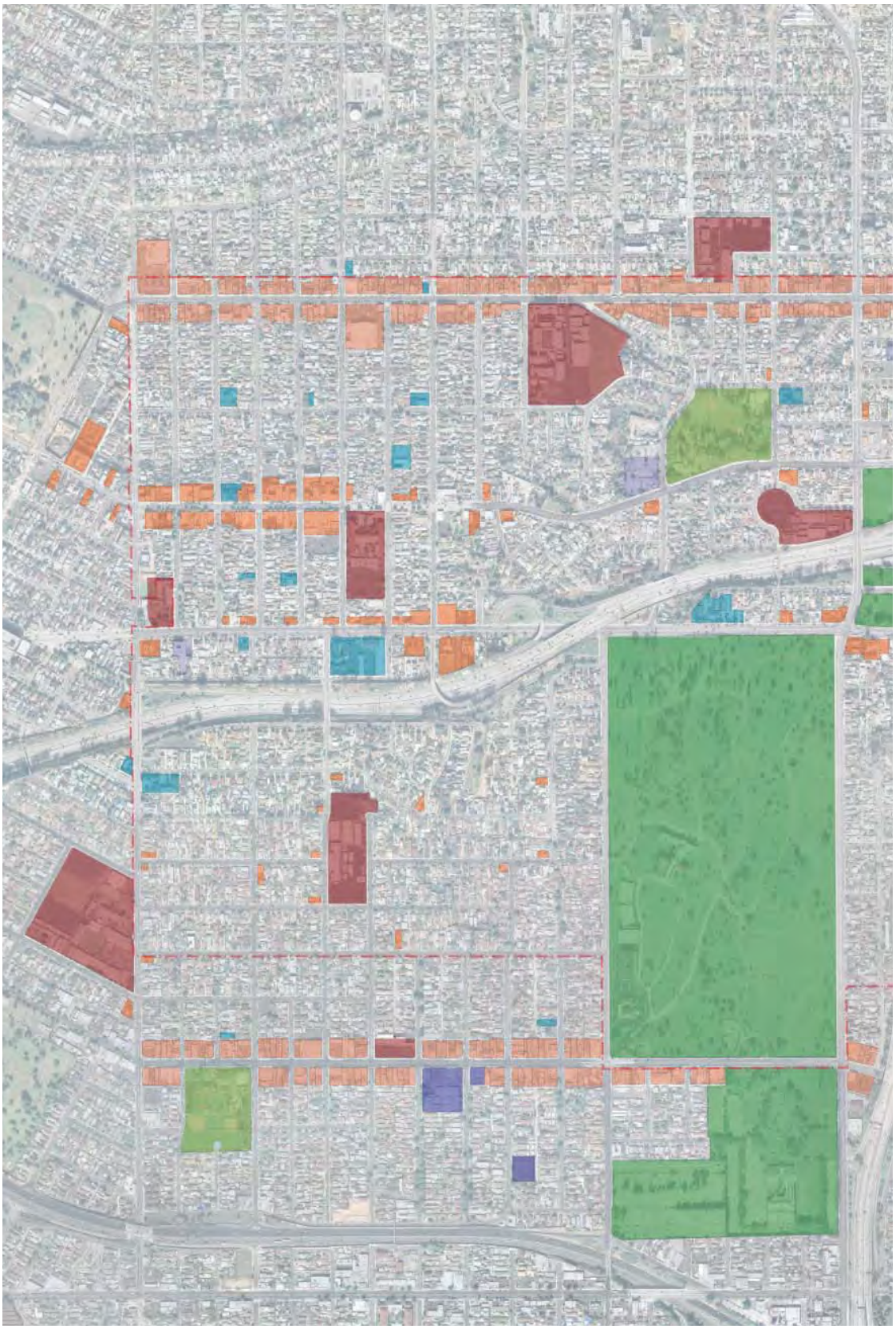
VI. 3RD STREET SHALLOW PARCELS

THIRD STREET PARCELS - SHALLOW LOTS					
Quadrant	NW	NE	SW	SE	TOTAL
Total Lots	62	44	58	61	229
Shallow Lots (<100')	37	13	5	35	90
%	59.7	27.1	8.6	57.4	39.3




60 FREEWAY
710 Freeway
Eastern Avenue
Atlantic Avenue
3rd Street

VII. COMMUNITY RESOURCES





I. NEIGHBORHOOD HOUSING STUDIES

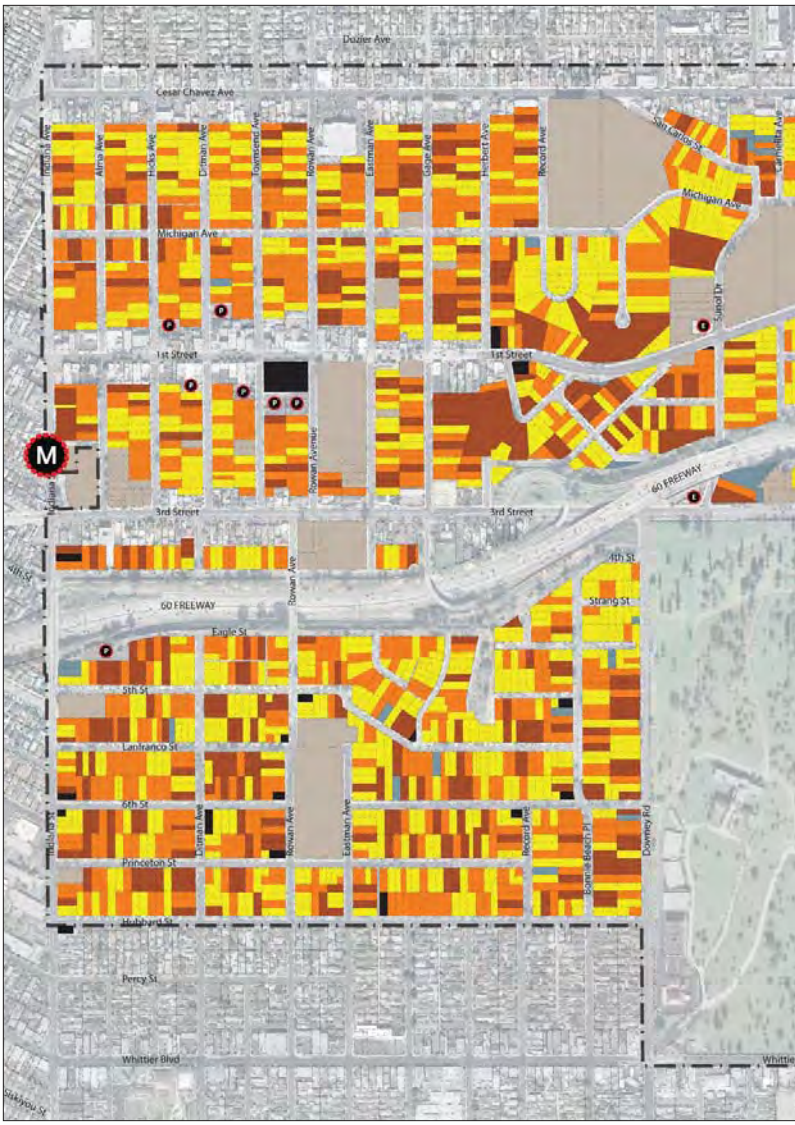


FIGURE 4A - EXISTING DWELLINGS PER LOT

- 1 Unit
- 2 Units
- 3+ Units
- Vacant Lot
- Neighborhood Retail
- Community Resource
- P Parking
- E Electrical Substation
- I Industrial
- C Commercial
- Specific Plan Boundary
- M Metro Gold Line Station



1" = 1200'

N

0 600 1200 2400

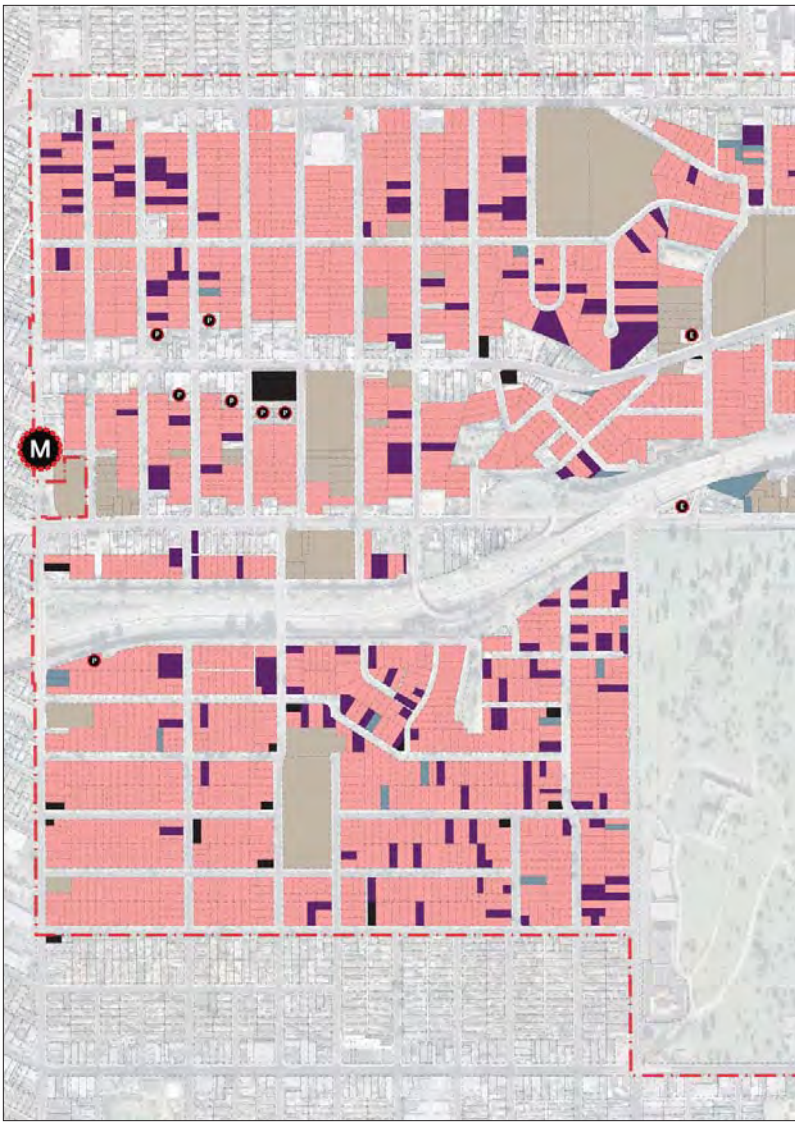
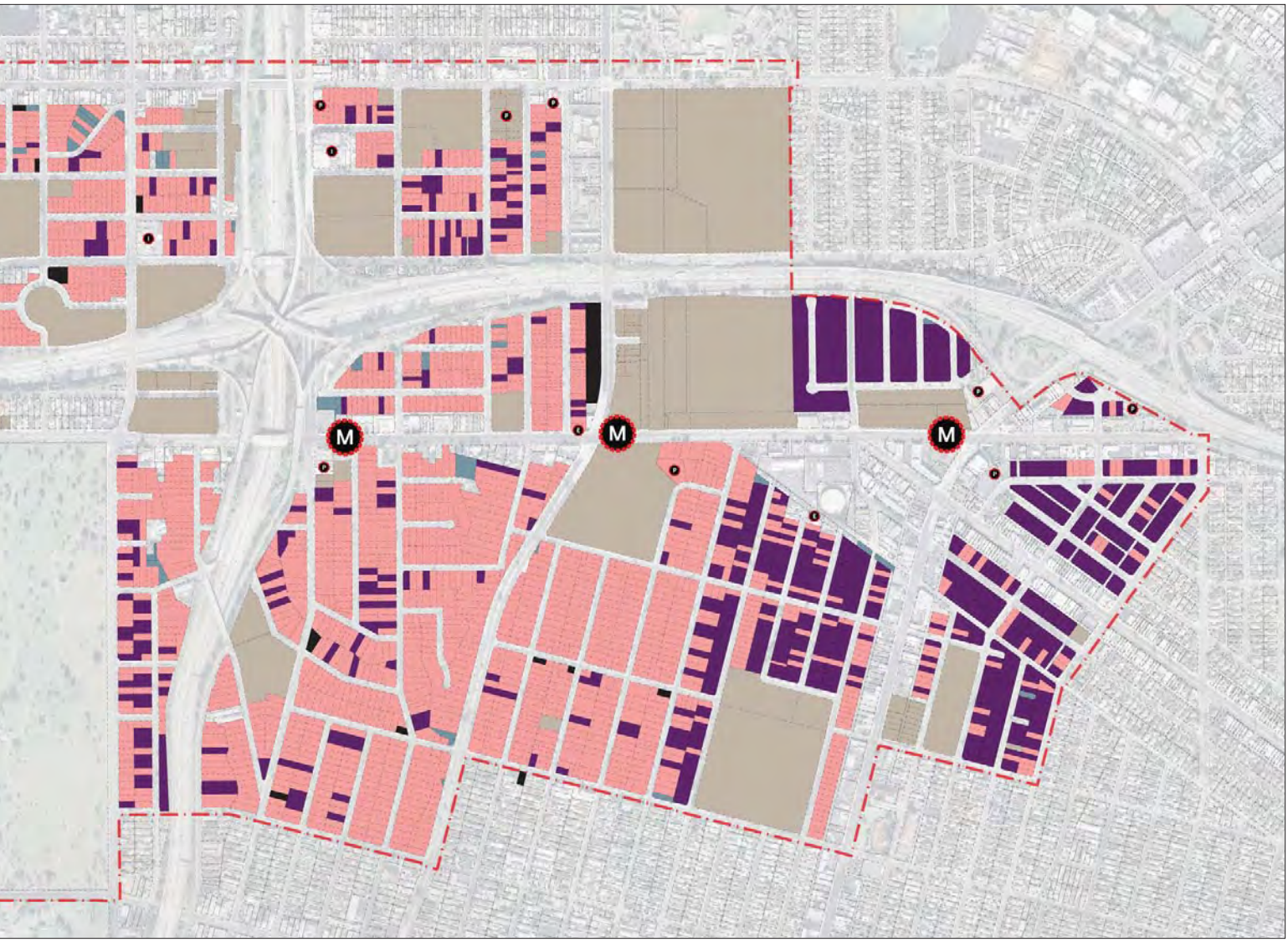


FIGURE 4B - EXISTING PARKING CONDITIONS

- Visible garages and/or garages for auto use
- Driveway Parking
- Vacant Lot
- Neighborhood Retail
- Community Resource
- P Parking
- E Electrical Substation
- I Industrial
- C Commercial
- Specific Plan Boundary
- M Metro Gold Line Station



N

1" = 1200'

0 600 1200 2400



FIGURE 4C - EXISTING PROPERTY CONDITIONS

- Good Condition
- Moderate Condition
- Deficient Condition
- Vacant Lot
- Neighborhood Retail
- Community Resource
- P Parking
- E Electrical Substation
- I Industrial
- C Commercial
- Specific Plan Boundary
- M Metro Gold Line Station



N

1" = 1200'

0 600 1200 2400

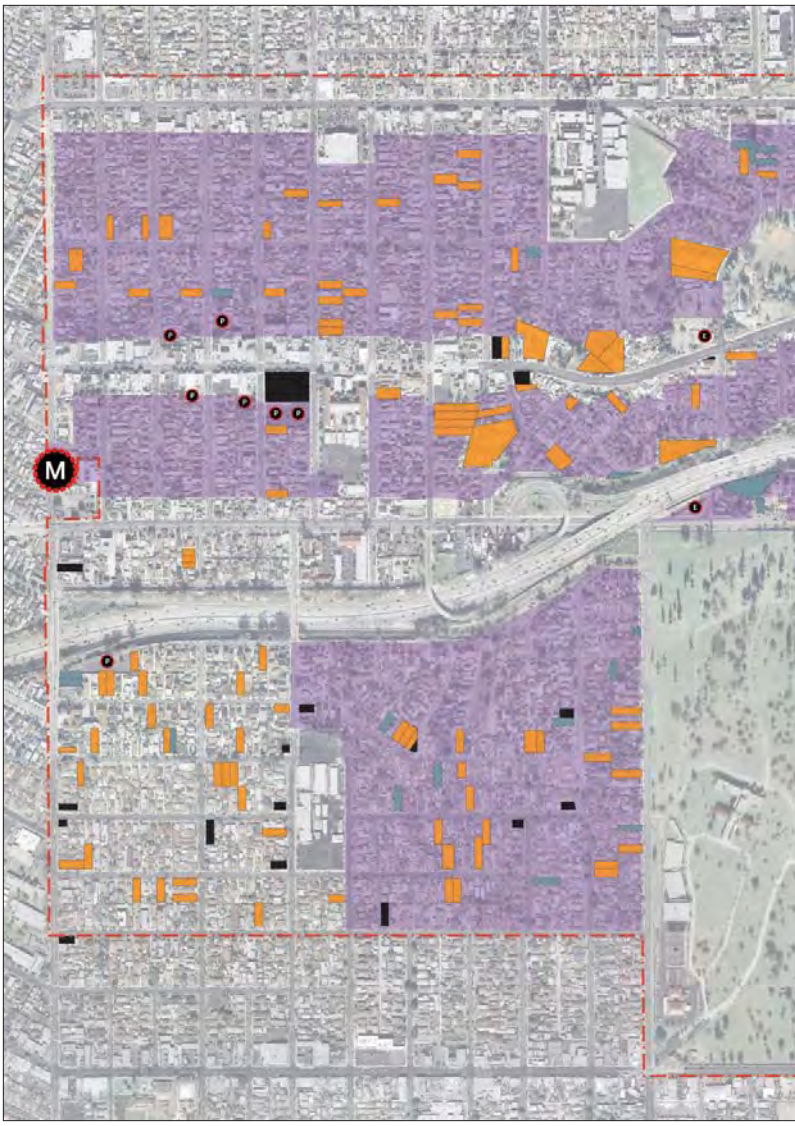


FIGURE 4D - CONCENTRATION OF 4+ DWELLINGS PER LOT

- 4+ Units
- Vacant Lot
- Neighborhood Retail
- R2 Zoning District
- P Parking
- E Electrical Substation
- I Industrial
- C Commercial
- Specific Plan Boundary
- M Metro Gold Line Station



N

1" = 1200'

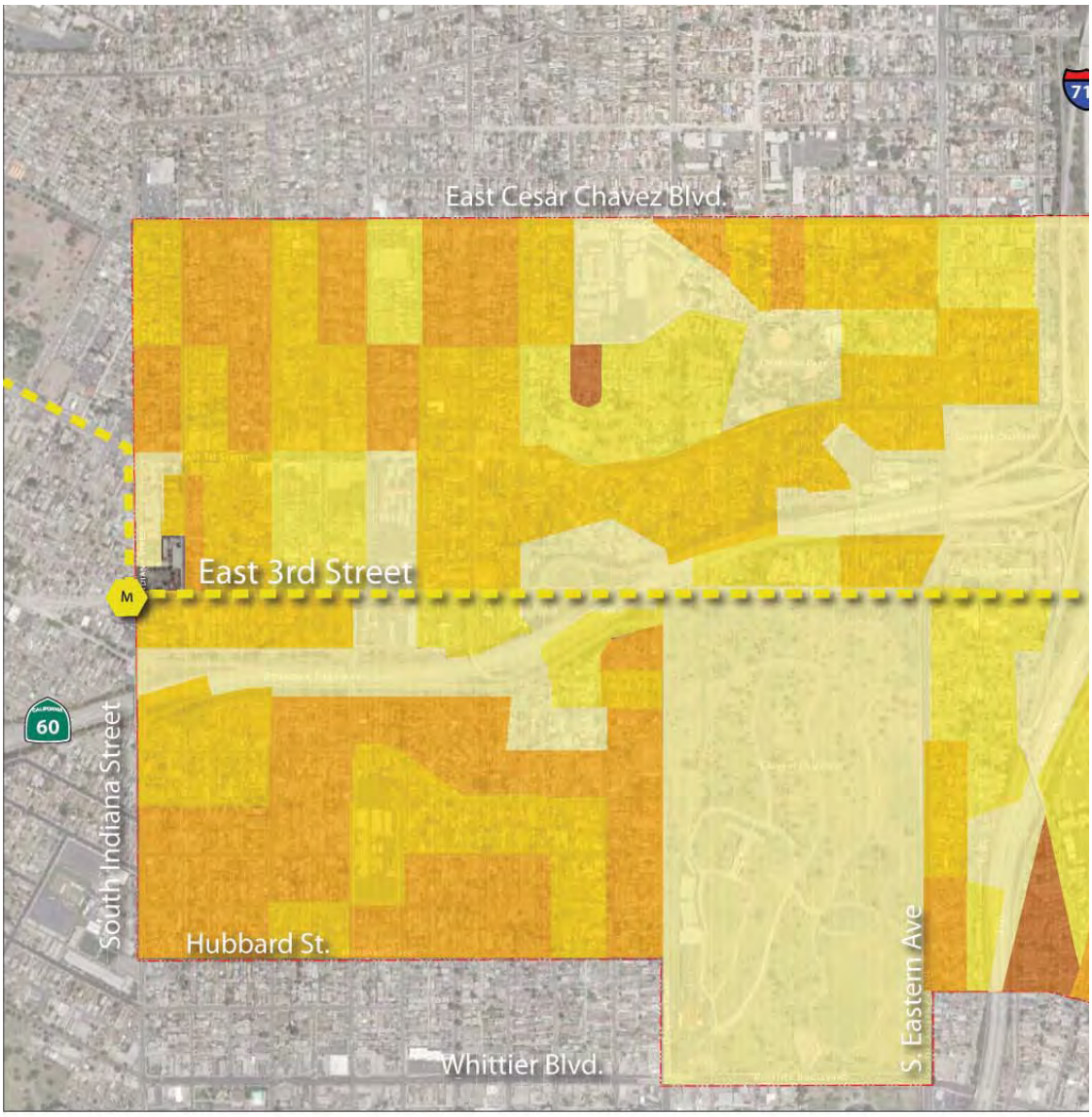
0 600 1200 2400

I. REGIONAL OPEN SPACE AND CONNECTIVITY




EL SERENO
LOS ANGELES
ALVAREZ
EMORIAL PARK
MONTEREY
PARK
GOLF
COURSE
MONTEREY PARK
10
PINETREE
PARK
SYBIL BRAND
INSTITUTE
CITY TERRACE
CITY TERRACE PARK
EAST LOS ANGELES
BELVEDERE PARK
OBREGON PARK
M
M
M
M
CALVARY CEMETERY
MONTEBELLO
COUNTRY CLUB
ATLANTIC BOULEVARD
CO PARK
SALAZAR
PARK
5
ASHIYA
PARK
710
BRISTOW
PARK
SAYBROOK
PARK
BANDINI

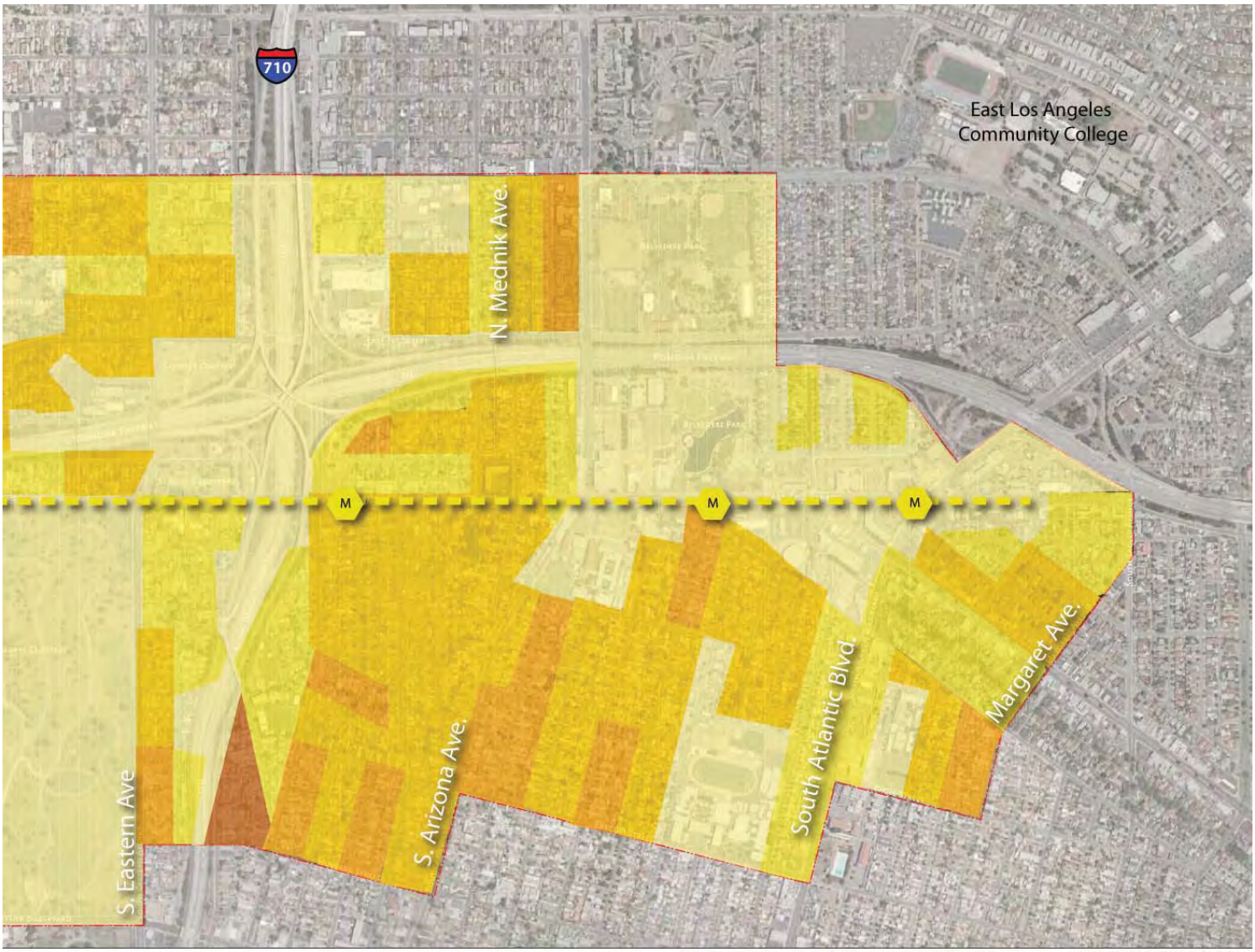
II. POPULATION



EAST LOS ANGELES DEMOGRAPHICS

- 96.7% Hispanic or Latino
- 56.3% Households with one or more children under 18 years old
- Estimated median household income: $35,482 (California: $59.948)
- Median resident age: 26.5 (California: 33.3)

Sources: US Census Bureau (2000); www.citydata.com (2007)



Source: US Census Bureau: "East Los Angeles CDP, California by Block" (2000)

LEGEND

ELA TOD BOUNDARY LINE

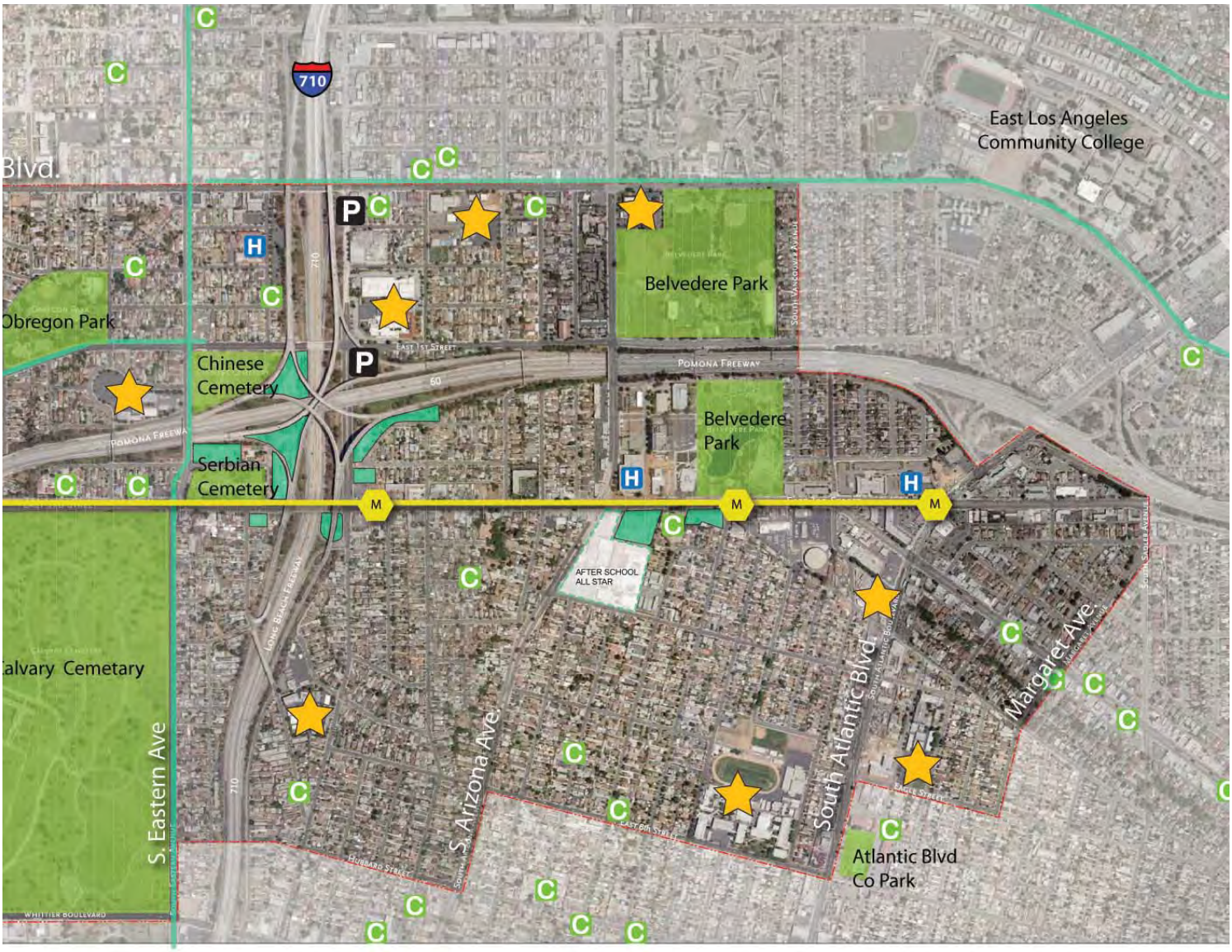
METRO GOLD LINE & STOPS

PERSONS/SQ.MILE (BY BLOCK) :

- 0 - 6778
- 7000 - 17333
- 17387 - 27000
- 27200 - 45500
- 46667 - 97000

III. PUBLIC SPACE OPPORTUNITIES

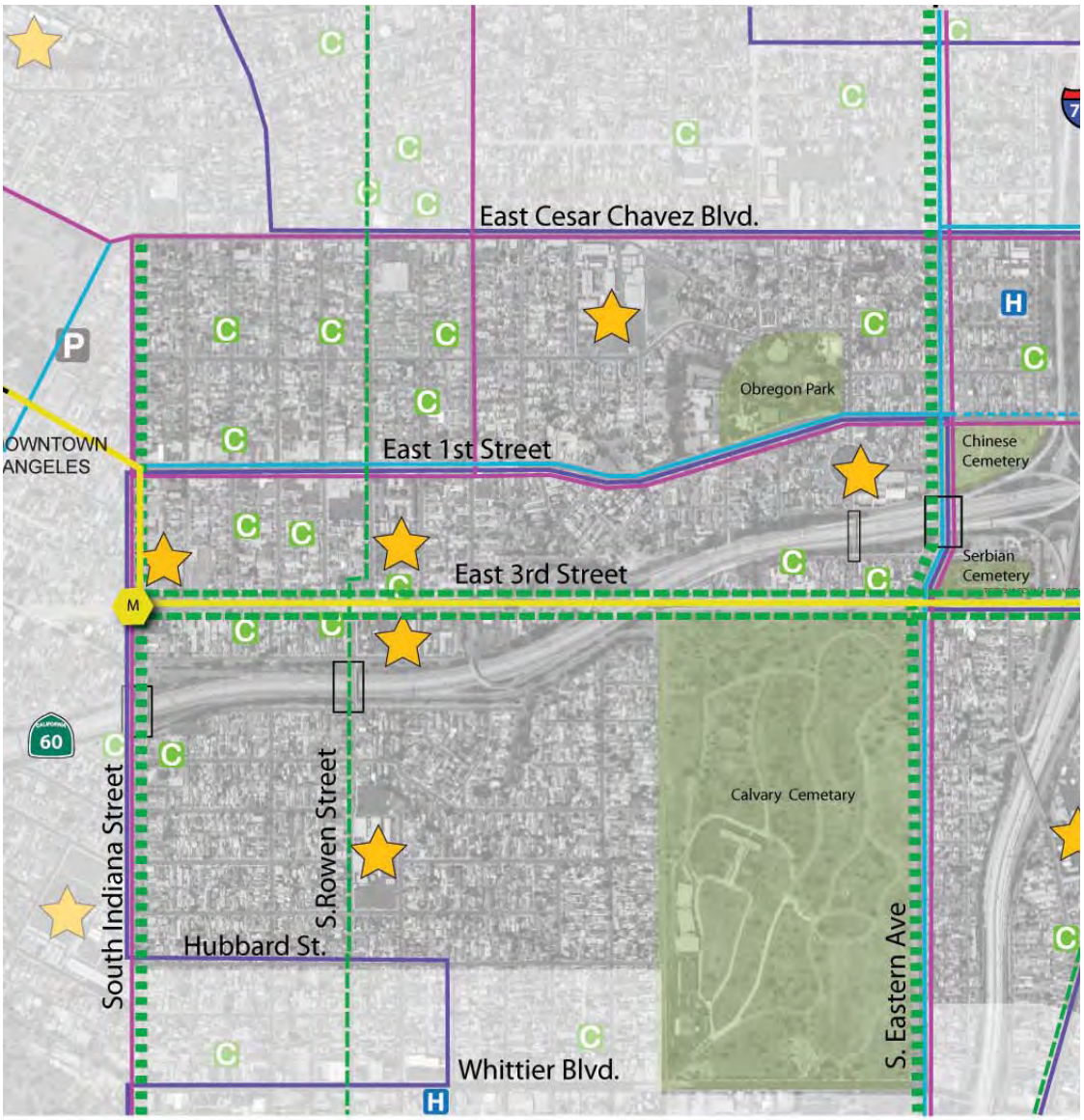


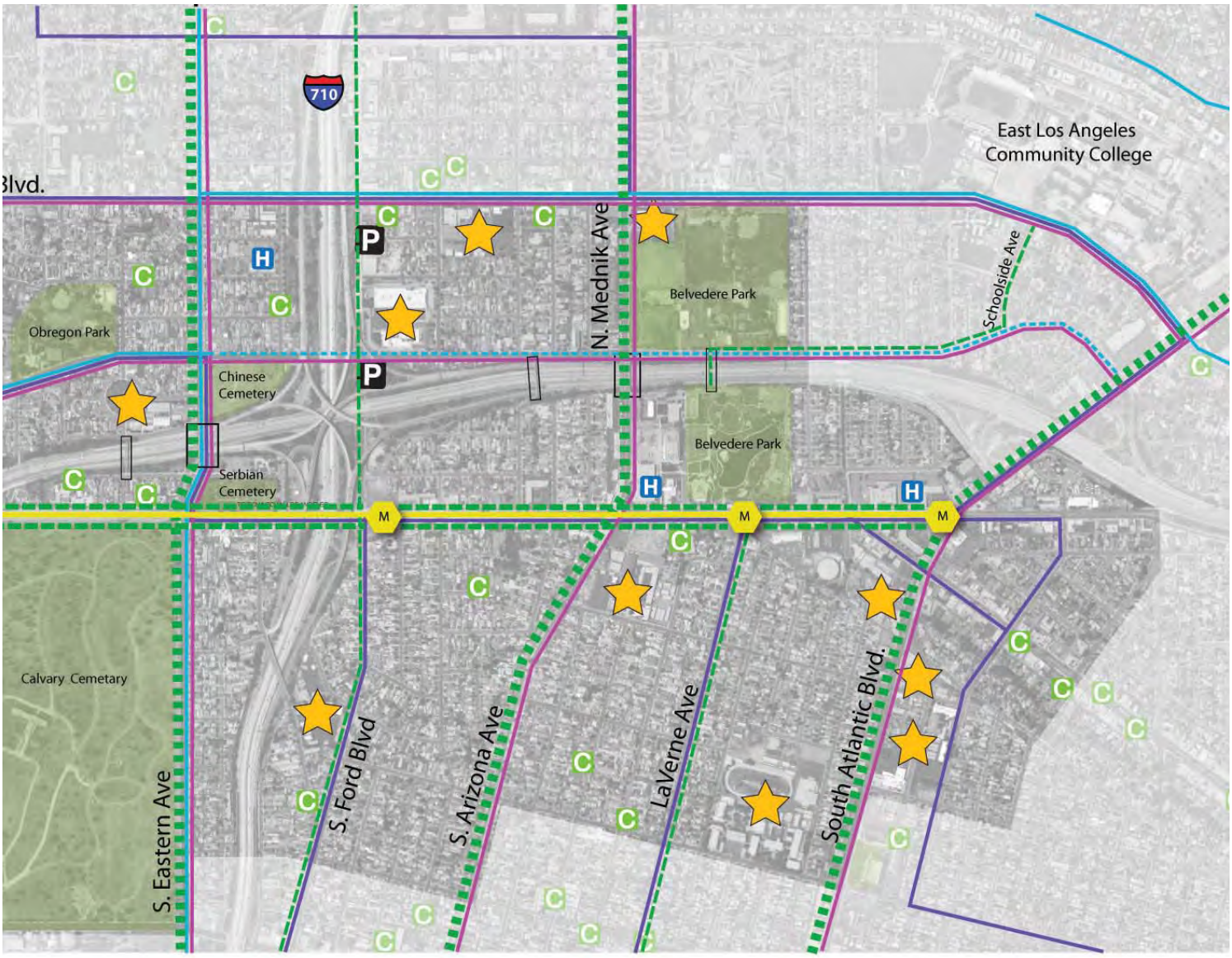


LEGEND

- ELA TOD BOUNDARY LINE
- METRO GOLD LINE & STOPS
- BIKEWAY
- OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- SCHOOLS
- PARKING LOT
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER

IV. EXISTING AND PROPOSED CONNECTIVITY

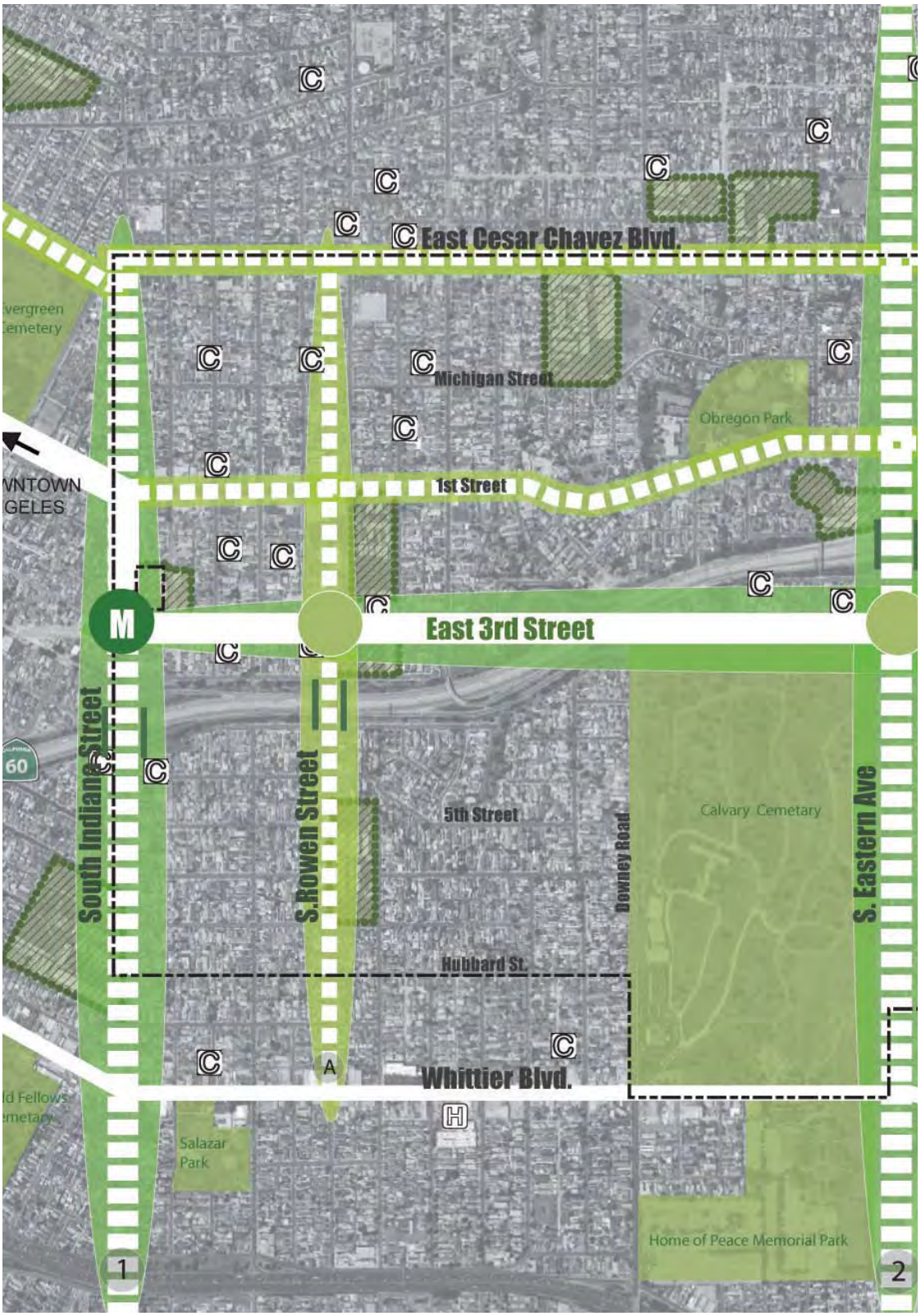


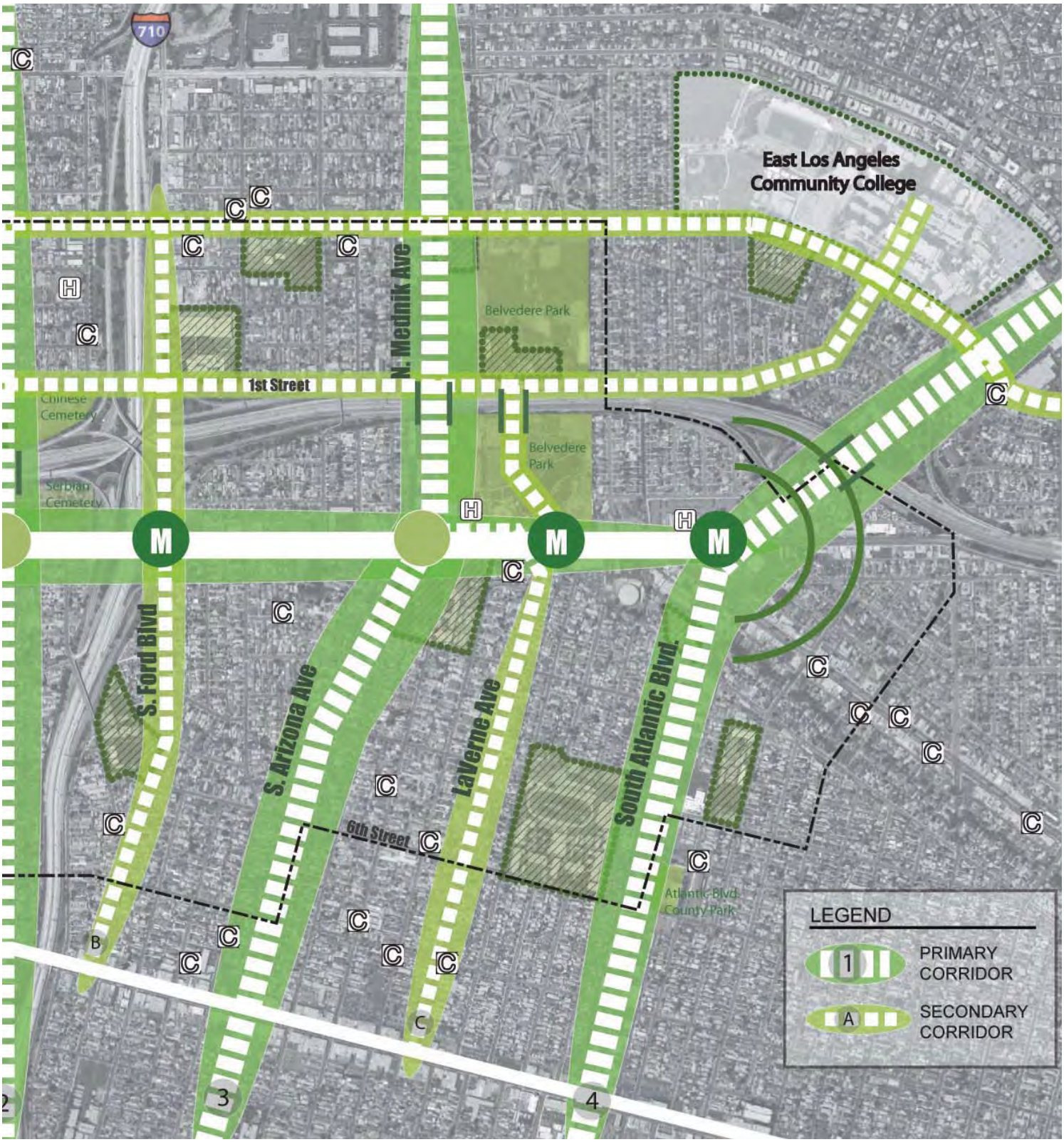


LEGEND

- METRO GOLD LINE & STOPS
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT
- SCHOOLS
- PARKING LOT
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER

V. CONNECTING COMMUNITIES THROUGH GREEN CORRIDORS




710
East Los Angeles Community College
Belvedere Park
N. Mednik Ave
1st Street
Chinese Cemetery
Serbian Cemetery
Belvedere Park
S. Ford Blvd
S. Arizona Ave
LaVerne Ave
South Atlantic Blvd.
6th Street
Atlantic Blvd. County Park
LEGEND
1 PRIMARY CORRIDOR
A SECONDARY CORRIDOR

VI. INDIANA STATION



Schools
1- Ramona Opportunity High School
2- Belvedere Elementary School
3- Los Angeles Music & Art School
4- Our Lady of Lourdes School
5- Rowan Ave Elementary School
6- Stevenson Middle School
7- Lorena Terrace Alegria Pre-School

Civic Facilities
8- Robert Louis Stevenson Branch Library








Evergreen Cemetery
E. 1st Street
East 4th Street
East 3rd Street
Indiana Station
S. Lorena Street
South Indiana Street
South Rowan Ave
60
15 minute walk
0.5 mile


LEGEND
METRO GOLD LINE & STOPS
SCHOOL
RELIGIOUS ESTABLISHMENT
HEALTH CENTER
CIVIC FACILITY
PARKS AND OPEN SPACE
VACANT/UNDERUSED PARCEL
POTENTIAL JOINT USE PARCEL
METRO BUS LINES
EL SOL BUS LINES
EXISTING BIKEWAY
PROPOSED BIKEWAY
PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
SECONDARY PROPOSED STREETSCAPE IMPROVEMENT

VII. MARAVILLA STATION



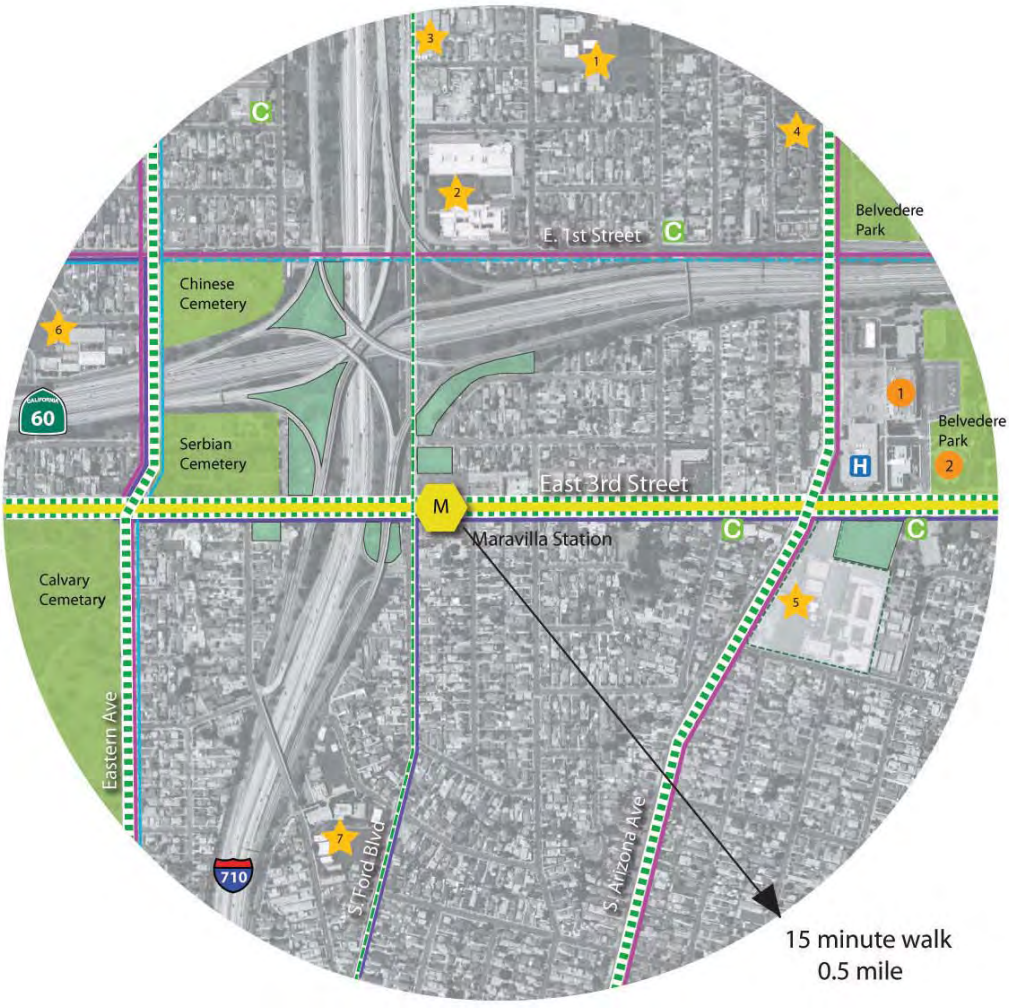
Schools
1- Brooklyn Ave Elementary School
2- Alfonso B. Perez Special Education Center
3- Magnum School Inc
4- University of California Cooperative Extension
5- After School All Stars
6- Marianna Ave Elementary School
7- Humphreys Ave Elementary School

Civic facilities
1- Civic Center and LA County East Courthouse
2- East Los Angeles Public Library









LEGEND

- METRO GOLD LINE & STOPS
- SCHOOL
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER
- CIVIC FACILITY
- PARKS AND OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT

VIII.CIVIC CENTER STATION

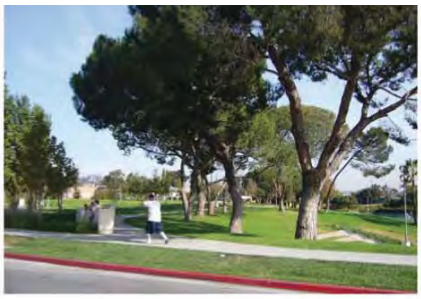


Schools
1- University of California Co-Op
2- Morris K. Hamasaki Elementary School
3- Griffith Middle School / After School All Star
4- Fourth Street Elementary School
5- Monterey Continuation School
6- Garfield High School

Civic facilities
7- Civic Center and LA County East Courthouse
8- East Los Angeles Public Library









LEGEND

- METRO GOLD LINE & STOPS
- SCHOOL
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER
- CIVIC FACILITY
- PARKS AND OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT

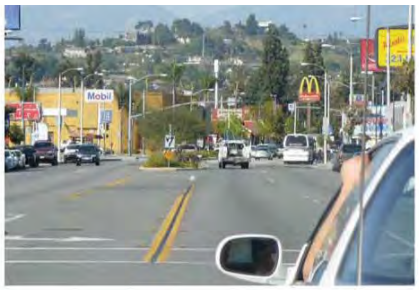
IX. ATLANTIC STATION



Schools
1- Fourth Street Elementary School
2- Monterey Continuation School
3- 4th Street Primary Center
4- Beverly Christian School
5- Robert Hill Lane Elementary School
6- East Los Angeles College

Civic facilities
1- Civic Center and LA County East Courthouse
2- East Los Angeles Public Library









LEGEND

- METRO GOLD LINE & STOPS
- SCHOOL
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER
- CIVIC FACILITY
- PARKS AND OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT

Appendix F Noise Monitoring Data

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	SE Corner of Ditman/5th Street
Note1:	3708 5th Street (Residential)
Note2:	Traffic on 5th/Traffic on 60 Freeway
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 11:00:38
Elapsed Time:	00:15:00.0
Leq:	55.5 dBA
SEL:	85.0 dBA
Dose:	0.00 %
Proj. Dose:	0.00 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Current Measurement

Start Time:	04-Sep-2013 11:00:38
Elapsed Time:	00:15:00.0
Leq:	55.5 dBA
SEL:	85.0 dBA
Dose:	0.00 %
Proj. Dose:	0.00 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	44.3 dBA	04-Sep-2013 11:05:32	
Max:	70.9 dBA	04-Sep-2013 11:09:35	
Peak-1:	96.9 dBF	04-Sep-2013 11:04:31	
Peak-2:	93.2 dBA	04-Sep-2013 11:08:17	

Min:	44.3 dBA	04-Sep-2013 11:05:32	
Max:	70.9 dBA	04-Sep-2013 11:09:35	
Peak-1:	96.9 dBF	04-Sep-2013 11:04:31	
Peak-2:	93.2 dBA	04-Sep-2013 11:08:17	

L 1.67	66.0 dBA	L 50.00	49.6 dBA
L 8.33	58.7 dBA	L 66.67	48.6 dBA
L 33.33	51.7 dBA	L 90.00	46.8 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 96% Source: INT

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	N. side of 3rd, east of Ditman
Note1:	3715 3rd St (Residential)
Note2:	11:31_LRT/11:33_LRT/11:43_LRT
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 11:27:07
Elapsed Time:	00:15:00.0
Leq:	67.0 dBA
SEL:	96.5 dBA
Dose:	0.00 %
Proj. Dose:	0.49 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Current Measurement

Start Time:	04-Sep-2013 11:27:07
Elapsed Time:	00:15:00.0
Leq:	67.0 dBA
SEL:	96.5 dBA
Dose:	0.00 %
Proj. Dose:	0.49 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	49.2 dBA	04-Sep-2013 11:41:54	
Max:	82.1 dBA	04-Sep-2013 11:41:00	
Peak-1:	105.0 dBF	04-Sep-2013 11:40:59	
Peak-2:	99.2 dBA	04-Sep-2013 11:32:24	

Min:	49.2 dBA	04-Sep-2013 11:41:54	
Max:	82.1 dBA	04-Sep-2013 11:41:00	
Peak-1:	105.0 dBF	04-Sep-2013 11:40:59	
Peak-2:	99.2 dBA	04-Sep-2013 11:32:24	

L 1.67	76.8 dBA	L 50.00	61.0 dBA
L 8.33	71.4 dBA	L 66.67	57.6 dBA
L 33.33	64.3 dBA	L 90.00	51.7 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 96% Source: INT

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	N side of E. Cesar Chavez, east of Rowan
Note1:	3617 E. Cesar Chavez Ave (Commercial)
Note2:	traffic on E. Cesar Chavez Ave
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 11:56:17
Elapsed Time:	00:15:00.0
Leq:	67.9 dBA
SEL:	97.4 dBA
Dose:	0.00 %
Proj. Dose:	0.61 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Current Measurement

Start Time:	04-Sep-2013 11:56:17
Elapsed Time:	00:15:00.0
Leq:	67.9 dBA
SEL:	97.4 dBA
Dose:	0.00 %
Proj. Dose:	0.61 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	54.6 dBA	04-Sep-2013 12:00:27	
Max:	83.1 dBA	04-Sep-2013 12:03:33	
Peak-1:	105.5 dBF	04-Sep-2013 12:03:24	
Peak-2:	97.8 dBA	04-Sep-2013 12:03:33	

Min:	54.6 dBA	04-Sep-2013 12:00:27	
Max:	83.1 dBA	04-Sep-2013 12:03:33	
Peak-1:	105.5 dBF	04-Sep-2013 12:03:24	
Peak-2:	97.8 dBA	04-Sep-2013 12:03:33	

L 1.67	75.8 dBA	L 50.00	65.1 dBA
L 8.33	71.1 dBA	L 66.67	62.7 dBA
L 33.33	67.3 dBA	L 90.00	58.5 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 95% Source: INT

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	SW corner of Gage and Michigan
Note1:	171 N. Gage Ave (Residential)
Note2:	Traffic on Gage
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 12:23:58
Elapsed Time:	00:15:00.0
Leq:	64.1 dBA
SEL:	93.6 dBA
Dose:	0.00 %
Proj. Dose:	0.25 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Current Measurement

Start Time:	04-Sep-2013 12:23:58
Elapsed Time:	00:15:00.0
Leq:	64.1 dBA
SEL:	93.6 dBA
Dose:	0.00 %
Proj. Dose:	0.25 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	43.1 dBA	04-Sep-2013 12:26:49	
Max:	81.6 dBA	04-Sep-2013 12:37:49	
Peak-1:	104.3 dBF	04-Sep-2013 12:37:51	
Peak-2:	94.5 dBA	04-Sep-2013 12:37:48	

Min:	43.1 dBA	04-Sep-2013 12:26:49	
Max:	81.6 dBA	04-Sep-2013 12:37:49	
Peak-1:	104.3 dBF	04-Sep-2013 12:37:51	
Peak-2:	94.5 dBA	04-Sep-2013 12:37:48	

L 1.67	72.6 dBA	L 50.00	59.4 dBA
L 8.33	67.8 dBA	L 66.67	54.3 dBA
L 33.33	62.8 dBA	L 90.00	47.5 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 95% Source: INT

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	S side E. 3rd, east of S. Eastern Ave
Note1:	4300 3rd St (commercial)
Note2:	Traffic on 3rd St/Traffic on Eastern
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 13:44:12
Elapsed Time:	00:15:00.0
Leq:	68.4 dBA
SEL:	98.0 dBA
Dose:	0.00 %
Proj. Dose:	0.69 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Current Measurement

Start Time:	04-Sep-2013 13:44:12
Elapsed Time:	00:15:00.0
Leq:	68.4 dBA
SEL:	98.0 dBA
Dose:	0.00 %
Proj. Dose:	0.69 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	54.9 dBA	04-Sep-2013 13:44:12
Max:	83.1 dBA	04-Sep-2013 13:49:23
Peak-1:	106.0 dBF	04-Sep-2013 13:58:16
Peak-2:	97.0 dBA	04-Sep-2013 13:49:22

L 1.67	77.2 dBA	L 50.00	62.5 dBA
L 8.33	72.7 dBA	L 66.67	60.5 dBA
L 33.33	66.3 dBA	L 90.00	57.9 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 95% Source: INT

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	E side of Fraser, intersection with Eagle
Note1:	Front of Garfield HS
Note2:	Traffic on Fraser/Traffic on Eagle
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 14:06:55
Elapsed Time:	00:15:00.0
Leq:	60.6 dBA
SEL:	90.1 dBA
Dose:	0.00 %
Proj. Dose:	0.11 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	48.2 dBA	04-Sep-2013 14:10:42
Max:	85.0 dBA	04-Sep-2013 14:18:47
Peak-1:	105.5 dBF	04-Sep-2013 14:09:32
Peak-2:	102.6 dBA	04-Sep-2013 14:09:32

Current Measurement

Start Time:	04-Sep-2013 14:06:55
Elapsed Time:	00:15:00.0
Leq:	60.6 dBA
SEL:	90.1 dBA
Dose:	0.00 %
Proj. Dose:	0.11 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	48.2 dBA	04-Sep-2013 14:10:42
Max:	85.0 dBA	04-Sep-2013 14:18:47
Peak-1:	105.5 dBF	04-Sep-2013 14:09:32
Peak-2:	102.6 dBA	04-Sep-2013 14:09:32

L 1.67	67.8 dBA	L 50.00	52.2 dBA
L 8.33	60.8 dBA	L 66.67	50.8 dBA
L 33.33	54.2 dBA	L 90.00	49.8 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 95% Source: INT

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	SE corner of Atlantic and Beverly
Note1:	300 S. Atlantic (76 Gas Station)
Note2:	Traffic on Atlantic/Traffic on Beverly
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 14:30:27
Elapsed Time:	00:15:00.0
Leq:	67.7 dBA
SEL:	97.2 dBA
Dose:	0.00 %
Proj. Dose:	0.58 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Current Measurement

Start Time:	04-Sep-2013 14:30:27
Elapsed Time:	00:15:00.0
Leq:	67.7 dBA
SEL:	97.2 dBA
Dose:	0.00 %
Proj. Dose:	0.58 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	57.4 dBA	04-Sep-2013 14:35:50	
Max:	77.9 dBA	04-Sep-2013 14:41:43	
Peak-1:	106.2 dBF	04-Sep-2013 14:32:12	
Peak-2:	99.6 dBA	04-Sep-2013 14:32:12	

Min:	57.4 dBA	04-Sep-2013 14:35:50	
Max:	77.9 dBA	04-Sep-2013 14:41:43	
Peak-1:	106.2 dBF	04-Sep-2013 14:32:12	
Peak-2:	99.6 dBA	04-Sep-2013 14:32:12	

L 1.67	74.5 dBA	L 50.00	66.2 dBA
L 8.33	70.6 dBA	L 66.67	65.2 dBA
L 33.33	67.3 dBA	L 90.00	62.8 dBA

Detector:	Slow			
Weighting:	A			
SPL Exceedance Level 1:	115.00	Exceeded:	0	times
SPL Exceedance level 2:	120	Exceeded:	0	times
Peak-1 Exceedance Level:	140	Exceeded:	0	times
Peak-2 Exceedance Level:	140	Exceeded:	0	times
Hysteresis:	2			
Overloaded:	0 time(s)			
Paused:	0 times for 00:00:00.0			

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 94% Source: INT

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	NE corner of 1st St and Mednik Ave
Note1:	Belvedere Park
Note2:	Traffic on 1st/Traffic on Medwick
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 14:54:42
Elapsed Time:	00:15:00.0
Leq:	66.6 dBA
SEL:	96.2 dBA
Dose:	0.00 %
Proj. Dose:	0.46 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Current Measurement

Start Time:	04-Sep-2013 14:54:42
Elapsed Time:	00:15:00.0
Leq:	66.6 dBA
SEL:	96.2 dBA
Dose:	0.00 %
Proj. Dose:	0.46 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	61.4 dBA	04-Sep-2013 14:57:41
Max:	79.3 dBA	04-Sep-2013 14:56:17
Peak-1:	100.4 dBF	04-Sep-2013 15:04:33
Peak-2:	95.7 dBA	04-Sep-2013 14:57:42

L 1.67	72.2 dBA	L 50.00	65.5 dBA
L 8.33	68.7 dBA	L 66.67	64.7 dBA
L 33.33	66.3 dBA	L 90.00	63.0 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 94% Source: INT

File Translated:	P:\Projects - All Users\100030000+\100032641 East LA 3rd St SP EIR\Data\Noise\Noise Measurement\Location
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	PBS&J/EIP
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	N side E CC/ East of Ford
Note1:	4533 E Cesar Chavez (Commercial)
Note2:	Traffic on CC/Traffic on Ford & 710 (3:32 Fire Truck
Octave Filters:	None

Overall Measurement

Start Time:	04-Sep-2013 15:18:04
Elapsed Time:	00:15:00.0
Leq:	87.0 dBA
SEL:	116.5 dBA
Dose:	1.56 %
Proj. Dose:	50.12 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	57.5 dBA	04-Sep-2013 15:18:34
Max:	113.9 dBA	04-Sep-2013 15:29:10
Peak-1:	124.6 dBF	04-Sep-2013 15:29:10
Peak-2:	124.5 dBA	04-Sep-2013 15:29:10

Current Measurement

Start Time:	04-Sep-2013 15:18:04
Elapsed Time:	00:15:00.0
Leq:	87.0 dBA
SEL:	116.5 dBA
Dose:	1.56 %
Proj. Dose:	50.12 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	57.5 dBA	04-Sep-2013 15:18:34
Max:	113.9 dBA	04-Sep-2013 15:29:10
Peak-1:	124.6 dBF	04-Sep-2013 15:29:10
Peak-2:	124.5 dBA	04-Sep-2013 15:29:10

L 1.67	81.8 dBA	L 50.00	66.6 dBA
L 8.33	72.4 dBA	L 66.67	64.6 dBA
L 33.33	68.3 dBA	L 90.00	60.9 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Calibrated:	01-Jan-2001 11:56:00	Offset:	8.8 dB
Checked:	04-Sep-2013 10:58:48	Level:	113.70 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	439447 bytes 83.82% free

Battery Level: 94% Source: INT

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 491302
Project Name: Palomar Community College

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Linscott, Law, and Greenspan, December 2008
Community Noise Descriptor: L_{dn}: CNEL: X

"-" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 50 Feet	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Cesar Chavez Avenue												
Rowan Street to Gage Ave, existing	2	12	15,660	30	0.5	3.0%	2.0%	**66.6**	-	64	138	298
Rowan Street to Gage Ave, future (2035)	2	12	18,360	30	0.5	3.0%	2.0%	**67.3**	-	71	154	331
Rowan Street to Gage Ave, future + project	2	12	31,410	30	0.5	3.0%	2.0%	**69.6**	47	102	220	473
Cesar Chavez Avenue												
Gage Ave to Hazard Ave, existing	4	0	14,900	30	0.5	3.0%	2.0%	**66.7**	-	65	139	300
Gage Ave to Hazard Ave, future (2035)	4	0	17,470	30	0.5	3.0%	2.0%	**67.4**	-	72	155	333
Gage Ave to Hazard Ave, future + project	4	0	32,710	30	0.5	3.0%	2.0%	**70.1**	51	109	235	506
Cesar Chavez Avenue												
Hazard Ave to Eastern Ave, existing	4	0	15,990	30	0.5	3.0%	2.0%	**67.0**	-	68	146	314
Hazard Ave to Eastern Ave, future (2035)	4	0	18,220	30	0.5	3.0%	2.0%	**67.5**	-	74	159	343
Hazard Ave to Eastern Ave, future + project	4	0	35,580	30	0.5	3.0%	2.0%	**70.4**	54	115	248	535
Cesar Chavez Avenue												
Eastern Ave to Humphreys Ave, existing	4	0	15,120	30	0.5	3.0%	2.0%	**66.7**	-	65	140	303
Eastern Ave to Humphreys Ave, future (2035)	4	0	17,740	30	0.5	3.0%	2.0%	**67.4**	-	73	156	337
Eastern Ave to Humphreys Ave, future + project	4	0	33,110	30	0.5	3.0%	2.0%	**70.1**	51	110	237	510
Cesar Chavez Avenue												
Humphreys Ave to Ford Blvd, existing	4	0	16,090	30	0.5	3.0%	2.0%	**67.0**	-	68	146	315
Humphreys Ave to Ford Blvd, future (2035)	4	0	18,880	30	0.5	3.0%	2.0%	**67.7**	-	76	163	351
Humphreys Ave to Ford Blvd, future + project	4	0	34,420	30	0.5	3.0%	2.0%	**70.3**	52	113	243	524
Cesar Chavez Avenue												
Ford Blvd to McDonnell Ave, existing	4	0	13,520	30	0.5	3.0%	2.0%	**66.2**	-	61	130	281
Ford Blvd to McDonnell Ave, future (2035)	4	0	15,860	30	0.5	3.0%	2.0%	**66.9**	-	67	145	312
Ford Blvd to McDonnell Ave, future + project	4	0	28,000	30	0.5	3.0%	2.0%	**69.4**	46	98	212	456
Cesar Chavez Avenue												
McDonnell Ave to Mednik Ave, existing	4	0	13,720	30	0.5	3.0%	2.0%	**66.3**	-	61	132	284
McDonnell Ave to Mednik Ave, future (2035)	4	0	16,090	30	0.5	3.0%	2.0%	**67.0**	-	68	146	315
McDonnell Ave to Mednik Ave, future + project	4	0	26,310	30	0.5	3.0%	2.0%	**69.1**	-	94	203	438
1st Street												
Rowan Street to Gage Ave, existing	4	0	10,380	30	0.5	3.0%	2.0%	**65.1**	-	51	109	235
Rowan Street to Gage Ave, future (2035)	4	0	12,180	30	0.5	3.0%	2.0%	**65.8**	-	56	122	262
Rowan Street to Gage Ave, future + project	4	0	22,770	30	0.5	3.0%	2.0%	**68.5**	-	86	185	398
1st Street												
Sunol Dr to Eastern Ave, existing	4	0	11,090	35	0.5	3.0%	2.0%	**65.9**	-	57	123	266
Sunol Dr to Eastern Ave, future	4	0	13,020	35	0.5	3.0%	2.0%	**66.6**	-	64	137	296
Sunol Dr to Eastern Ave, future + project	4	0	23,490	35	0.5	3.0%	2.0%	**69.1**	-	94	203	438
3rd Street												
Indiana St to Rowan Ave, existing	4	20	9,550	35	0.5	2.0%	1.0%	**64.6**	-	-	102	220
Indiana St to Rowan Ave, future (2035)	4	20	11,200	35	0.5	2.0%	1.0%	**65.3**	-	-	113	244
Indiana St to Rowan Ave, future + project	4	20	25,980	35	0.5	2.0%	1.0%	**69.0**	-	92	199	428
3rd Street												
Rowan Street to Gage Ave, existing	2	25	10,180	35	0.5	2.0%	1.0%	**64.2**	-	-	95	204
Rowan Street to Gage Ave, future (2035)	2	25	11,940	35	0.5	2.0%	1.0%	**64.9**	-	49	106	227
Rowan Street to Gage Ave, future + project	2	25	32,580	35	0.5	2.0%	1.0%	**69.2**	-	96	206	444
3rd Street												
Gage Ave to SR-60 WB Ramps, existing	2	25	13,140	35	0.5	2.0%	1.0%	**65.3**	-	52	113	242
Gage Ave to SR-60 WB Ramps, future (2035)	2	25	15,410	35	0.5	2.0%	1.0%	**66.0**	-	58	125	270
Gage Ave to SR-60 WB Ramps, future + project	2	25	39,210	35	0.5	2.0%	1.0%	**70.0**	50	108	233	502
3rd Street												
SR-60 WE Ramps to Downey Rd, existing	4	20	12,360	35	0.5	2.0%	1.0%	**65.8**	-	56	121	261
SR-60 WE Ramps to Downey Rd, future (2035)	4	20	14,500	35	0.5	2.0%	1.0%	**66.5**	-	63	135	290
SR-60 WE Ramps to Downey Rd, future + project	4	20	38,170	35	0.5	2.0%	1.0%	**70.7**	55	119	257	554
3rd Street												
Downey Road to Eastern Ave, existing	3	25	12,290	35	0.5	2.0%	1.0%	**65.4**	-	53	115	247
Downey Road to Eastern Ave, future (2035)	3	25	14,410	35	0.5	2.0%	1.0%	**66.1**	-	59	128	275
Downey Road to Eastern Ave, future + project	3	25	38,460	35	0.5	2.0%	1.0%	**70.4**	53	114	245	529
3rd Street												
Eastern Ave to Ford Blvd, existing	3	25	14,670	35	0.5	2.0%	1.0%	**66.2**	-	60	129	278
Eastern Ave to Ford Blvd, future (2035)	3	25	17,220	35	0.5	2.0%	1.0%	**66.9**	-	67	144	309
Eastern Ave to Ford Blvd, future + project	3	25	39,340	35	0.5	2.0%	1.0%	**70.5**	54	116	249	537

3rd Street												
Ford Blvd to McDonnell Ave, existing	2	25	11,050	35	0.5	2.0%	1.0%	**64.5**	-	47	100	216
Ford Blvd to McDonnell Ave, future (2035)	2	25	12,960	35	0.5	2.0%	1.0%	**65.2**	-	52	111	240
Ford Blvd to McDonnell Ave, future + project	2	25	35,110	35	0.5	2.0%	1.0%	**69.6**	47	101	217	467
3rd Street												
McDonnell Ave to Mednik Ave, existing	2	25	9,890	35	0.5	2.0%	1.0%	**64.1**	-	-	93	201
McDonnell Ave to Mednik Ave, future (2035)	2	25	11,610	35	0.5	2.0%	1.0%	**64.7**	-	48	104	223
McDonnell Ave to Mednik Ave, future + project	2	25	31,070	35	0.5	2.0%	1.0%	**69.0**	-	93	200	430
3rd Street												
Mednick Ave to La Verne Ave, existing	2	25	11,320	35	0.5	2.0%	1.0%	**64.6**	-	47	102	219
Mednick Ave to La Verne Ave, future (2035)	2	25	13,270	35	0.5	2.0%	1.0%	**65.3**	-	53	113	244
Mednick Ave to La Verne Ave, future + project	2	25	33,250	35	0.5	2.0%	1.0%	**69.3**	45	97	209	450
3rd Street												
La Verne Ave to Woods Ave, existing	3	25	12,650	35	0.5	2.0%	1.0%	**65.5**	-	54	117	252
La Verne Ave to Woods Ave, future (2035)	3	25	14,910	35	0.5	2.0%	1.0%	**66.2**	-	61	130	281
La Verne Ave to Woods Ave, future + project	3	25	34,460	35	0.5	2.0%	1.0%	**69.9**	-	106	228	491
SR-60												
Indiana Street to 3rd Street/ Downey Road, existing	10	24	205,000	65	0.5	1.9%	1.9%	**80.8**	523	1,127	2,428	5,230
Indiana Street to 3rd Street/ Downey Road, future (2035)	10	24	226,525	65	0.5	1.9%	1.9%	**81.2**	559	1,204	2,595	5,590
SR-60												
3rd Street/ Downey Road to I-710 Junction, existing	8	24	210,000	65	0.5	3.4%	3.4%	**81.1**	553	1,192	2,567	5,531
3rd Street/ Downey Road to I-710 Junction, future (2035)	8	24	232,050	65	0.5	3.4%	3.4%	**81.6**	591	1,274	2,744	5,912
SR-60												
I-710 Junction to Atlantic Boulevard, existing	10	24	243,000	65	0.5	3.4%	3.4%	**82.5**	683	1,472	3,171	6,831
I-710 Junction to Atlantic Boulevard, future (2035)	10	24	268,515	65	0.5	3.4%	3.4%	**83.0**	730	1,573	3,389	7,301
SR-60									-	-	-	-
East of Atlantic Boulevard, existing	10	24	235,000	65	0.5	3.4%	3.4%	**82.4**	668	1,439	3,101	6,681
East of Atlantic Boulevard, future (2035)	10	24	259,675	65	0.5	3.4%	3.4%	**82.8**	714	1,538	3,314	7,140
I-710												
North of SR-60 Junction, existing	8	24	127,000	65	0.5	2.7%	3.7%	**78.9**	390	840	1,809	3,897
North of SR-60 Junction, future (2035)	8	24	140,335	65	0.5	2.7%	3.7%	**79.3**	417	897	1,933	4,165
I-710												
North of SR-60 Junction, existing	8	24	189,000	65	0.5	2.5%	2.4%	**80.1**	469	1,011	2,178	4,692
North of SR-60 Junction, future (2035)	8	24	208,845	65	0.5	2.5%	2.4%	**80.5**	501	1,080	2,328	5,015

Appendix G Traffic Impact Analysis

Traffic Impact Analysis for the East Los Angeles 3rd Street Specific Plan

April 18, 2014
DRAFT

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Executive Summary

SCOPING COORDINATION AND STUDY AREA

- The scope of the traffic impact study conducted for the East Los Angeles Specific Plan update was developed during coordination efforts with the Traffic and Lighting Division of the Los Angeles County Department of Public Works.

- Based on the commercial corridors where land uses would primarily change or intensify under the Specific Plan, and also based on the locations of major roadway intersections, a study area was developed.

- The study area includes 36 intersections, of which 30 intersections are located in the County of Los Angeles, 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

PROJECT ASSUMPTIONS

- Land use data for existing conditions, and proposed conditions under the Specific Plan land use plan, generated by County Regional Planning, were used to define the potential incremental change in area land uses for this impact analysis that would occur due to the Project.

- The study area analysis sub-areas are based on traffic analysis zones (TAZs), defined as part of the 1990 Census. These areas were customized to analyze separately the commercial land use corridors and the adjacent residential neighborhoods.

LEVEL OF SERVICE ANALYSIS

- For the analysis of the study area intersections, the County of Los Angeles requires that either the Intersection Capacity Utilization (ICU) Method or the Critical Movement Analysis (CMA) procedure be used. The analysis of the signalized study intersections was conducted utilizing the Circular 212 Planning method, which provides the required CMA analysis.

- For analysis of stop-controlled intersections, the methodology from the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB) was utilized. The HCM expresses levels of service in terms of average delay (seconds per vehicle).

- Capacity factors for level of service calculations were applied at major intersections along the Metro Gold Line LRT corridor, to account for the effects of traffic signal pre-emption and train crossing movements.

EXISTING CONDITIONS ANALYSIS

- The analysis of operations at the study intersections was conducted for weekday a.m. and p.m. peak-hour conditions. New traffic counts were conducted for this traffic impact study in January 2013.

- Two study intersections were determined to currently operate at poor LOS values of E under existing conditions.

FUTURE PRE-PROJECT CONDITIONS ANALYSIS

- This section examines study area roadway network operations in the future buildout period (year 2035), with existing land use and estimated growth.

- To estimate future baseline conditions (future traffic volumes without the Specific Plan), existing volumes were increased by a growth rate determined by sub-regional growth estimates defined by the Metro Congestion Management Program (CMP) of 2010.

- Traffic growth through the year 2035 was applied, matching that of the regional traffic model maintained by SCAG. The CMP growth rates are based on results from a Metro adaptation of the regional traffic model.

- A list of six cumulative/area projects identified near to the study area, within both the County of Los Angeles and the City of Los Angeles, were included in the analysis. The area projects are based on information provided by County Regional planning and LADOT Development Review

- The identified area projects would generate a total of 845 daily vehicle trips, including 65 trips in the a.m. peak hour and 80 trips in the p.m. peak hour.

- Six study intersections would operate at poor LOS values of E or F during one or both of the weekday peak hours, under this scenario.

FUTURE POST-PROJECT CONDITIONS ANALYSIS

- KOA was provided details from the Specific Plan land use map, based on commercial floor area increases and residential unit increases in various areas of the study area. Trip generation for these land uses was analyzed and impacts were examined.

- The incremental (net) development increase/decrease by Traffic Analysis Zone (TAZ) was derived by subtracting the intensity of the proposed Specific Plan land uses from that of the existing land uses. The changes in development intensities would include parcel turnover and redevelopment (recycling), as well new development envisioned by the Specific Plan.

- The increased development that would be allowed under the proposed Plan could, at maximum density, generate the following new vehicle trips:

- Commercial uses - 184,836 daily trips, including 3,855 in a.m. peak, 10,744 in p.m. peak
- Residential uses - 34,126 daily trips, including 2,336 in a.m. peak, 2,957 in p.m. peak

- Internal trip capture reductions, for trips that would remain local to each TAZ area were included, which would constitute walking trips or trips by other non-vehicle modes due to attraction between commercial and residential uses.

- Credits for transit use were taken based on trip generation and walking-distance proximity (assumed to be one-half of a 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 Metro regional planning model for the CMP.

- A total of 31 of the 36 study intersections would operate at poor LOS values of E or F during the peak hours, and 26 of these intersections would operate at deficient LOS F, under this scenario.

PROGRAM LEVEL MITIGATION MEASURE RECOMMENDATIONS

- To ensure that adequate mobility is maintained within a Specific Plan or General Plan project area, locations are identified for potential improvements, where cumulative impacts of future land use changes would occur over the timespan of the plan.

- Improvements would then be implemented as new development occurs, as they become justified and are physically and financially feasible within the scope of individual projects.

- Out of the total of 36 study intersections, operations at the following number of intersections would worsen to or within deficient LOS values of E or F, due to anticipated new trips that would be generated by the proposed maximum land uses allowed under the proposed Land Use Plan:

  - In the AM peak hour – 20 intersections
  - In the PM peak hour – 33 intersections
  - In either the AM or PM peak hour – 33 intersections

- The mitigation measure analysis did not identify physical mitigation measures for the mitigation of impacts, and residual impacts remain and most analyzed intersections. Two recommended new traffic signals within the study area would mitigate two of the identified significant impacts.

- Recommended methods to fill this gap in identified mitigation measures include a programmatic approach to multimodal traffic operations and facilities improvements.

ALTERNATIVE PROGRAM-LEVEL MITIGATION

- For the residual impacts, physical mitigation measures (adding through lanes on arterials, adding

additional lanes to north-south roadways, adding turn lanes) were not considered feasible within the scope of the proposed Land Use Plan. Such measures could compromise the ability to develop small commercial parcels by requiring additional land to be provided for public right-of-way.

- The Public Review Draft of the 2014 Los Angeles County General Plan has specific guidance on mitigation at poor levels of service that has been considered within this document. The General plan is not yet adopted by the County, but the goals and policies within that document have served to guide the conclusions of this document.

- The draft general plan policies support alternatives modes of transportation, a quality walking environment, investments in transit, and specifically for proposed policy M4.7 states the following: "Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation."

- It is recommended that the Department of Regional Planning and the Department of Public Works provide for broader latitude of traffic study mitigation measures for the Specific Plan area, than those currently allowed under the current traffic impact study guidelines.

- Developments that meet current thresholds for requiring traffic study submittals as part of entitlements should be analyzed against multiple thresholds that incorporate vehicle trips impacts, pedestrian and bicycle travel quality impacts, and in some cases transit service quality impacts as well. The Public Review Draft of the General Plan states in Policy M4.6: "Support alternative LOS standards that account for a multimodal transportation system".

- Future development can support the existing and future Metro Gold Line light rail corridor by providing for related bus transit stop improvements and pedestrian connections, beyond those implemented directly by Metro.

- Future improvements to, or new lines, within the El Sol service route network, could provide lower-fare local trips between local points at faster travel times. A funding mechanism for new transit capital and operating expansions, if provided for, could be a source of mitigation for future development.

- Future development projects could build upon the improvements being implemented under the Metro Eastside Access Project, extending the improved pedestrian networks, or providing the same improvements at other stations further to the east.

- Future project mitigation measures can assist in implementing new bicycle facilities, and improving the future network such as completing gaps in planned facilities.

- Overall, mitigation measures for new projects can complement or add to previous modal travel improvements in the area, or directly support planned projects and plans.

1. Introduction

A. Framework

The traffic analysis presented in this report was conducted for the East Los Angeles 3rd Street Specific Plan (Project) and the associated environmental documentation. KOA Corporation created this report for the County of Los Angeles Department of Regional Planning, while under a subcontract with Atkins. The name "Project" refers to the proposed Specific Plan within this document.

This traffic analysis documents the methods and results of the analysis of existing and future circulation conditions within the Specific Plan Project study area, both with and without the incremental increases in development expected under the updated land use plan. This report also provides recommendations regarding physical roadway facility, traffic signal, and transit enhancements, and review of planned bicycle facility improvements, all elements that are necessary to adequately accommodate anticipated growth.

B. Scope of Traffic Impact Study

The scope of the traffic impact study conducted for the East Los Angeles Specific Plan update was developed during coordination efforts with the Traffic and Lighting Division of the Los Angeles County Department of Public Works. Based on the commercial corridors where land uses would primarily change or intensify under the Specific Plan, and also based on the locations of major roadway intersections, a study area was developed.

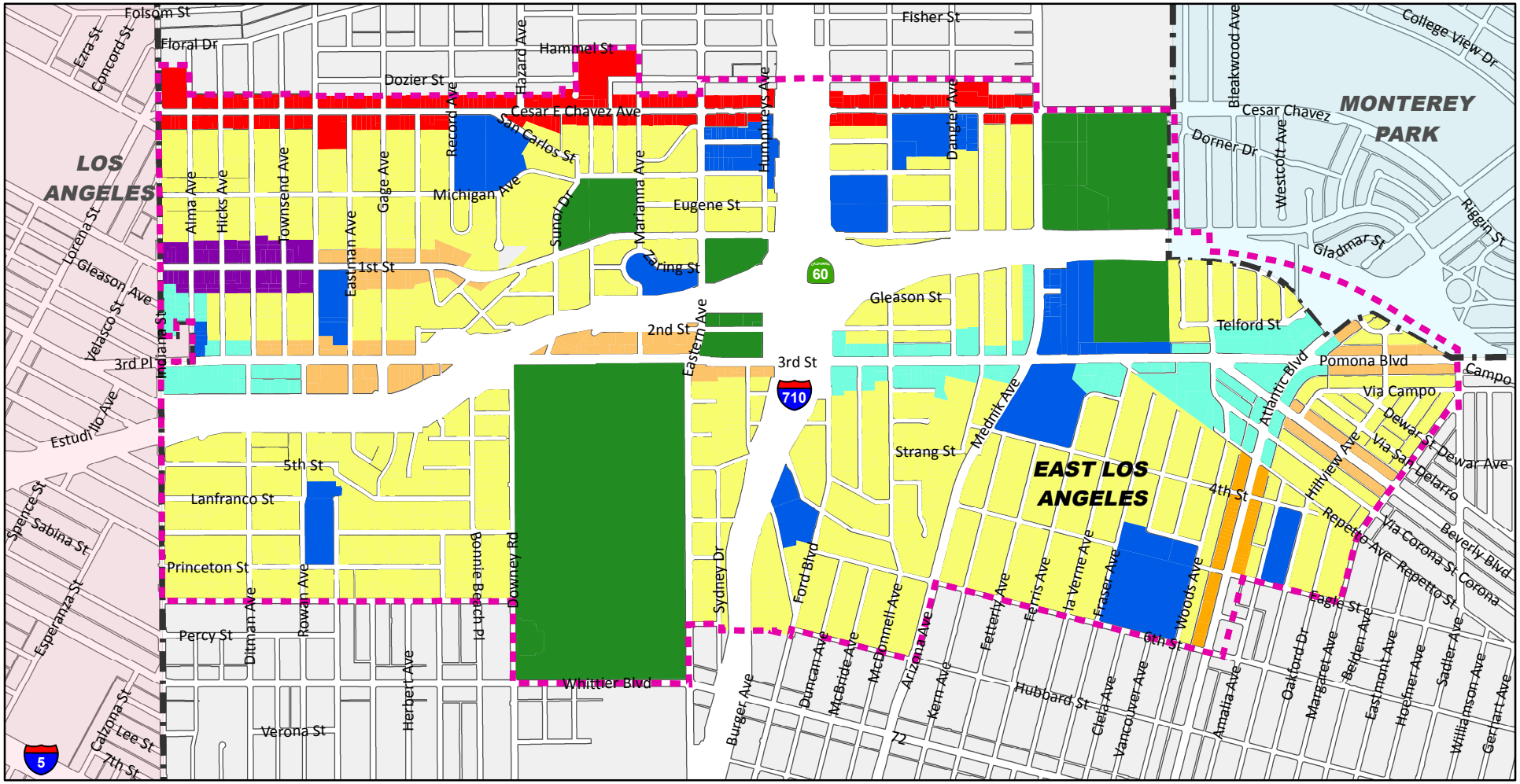
The study area includes 36 intersections, of which 30 intersections are located in the County of Los Angeles, three intersections are located on the border of the County of Los Angeles and City of Los Angeles, and three intersections are located entirely within the City of Los Angeles:

1) Brooklyn Pl-Lorena St & Cesar Chavez Ave #
2) Indiana St & Cesar Chavez Ave * ##
3) Rowan St & Cesar Chavez Ave
4) Gage Ave & Cesar Chavez Ave
5) Hazard Ave & Cesar Chavez Ave
6) Eastern Ave & Cesar Chavez Ave
7) Humphreys Ave & Cesar Chavez Ave *
8) Ford Blvd & Cesar Chavez Ave
9) McDonnell Ave & Cesar Chavez Ave
10) Mednik Ave & Cesar Chavez Ave
11) Lorena St & 1st St #
12) Indiana St & 1st St ##
13) Rowan St & 1st St
14) Gage Ave & 1st St
15) Sunol Dr & 1st St
16) Eastern Ave & 1st St
17) Mednik Ave & 1st St
18) Lorena St & 4th St #
19) Indiana St & 3rd St ##
20) Rowan St & 3rd St
21) Gage Ave & 3rd St
22) SR-60 WB on/off Ramps & 3rd St
23) Downey Rd & 3rd St
24) Downey Rd & SR 60 EB Off Ramp *
25) Eastern Ave & 3rd St
26) Ford Blvd & 3rd St
27) McDonnell Ave & 3rd St
28) Mednik Ave & 3rd St
29) La Verne Ave & 3rd St
30) Beverly Blvd-Woods Ave & 3rd St
31) Atlantic Blvd & 3rd St
32) Atlantic Blvd & Beverly Blvd
33) Hillview Ave & Beverly Blvd
34) Downey Rd & Whittier Blvd
35) Eastern Ave & Whittier Blvd
36) Arizona Ave & Whittier Blvd

** Stop-sign controlled intersection*
 # Located within City of Los Angeles
Located on City/County border

Significant traffic impacts of development that could result from implementation of the Project land use plan were evaluated for the weekday a.m. and p.m. peak periods at the study intersections.

Figure 1 illustrates the Specific Plan boundaries, in relationship to the area roadway network. Figure 2 illustrates the locations of the study area intersections in relation to the Specific Plan boundaries and the transportation analysis zones or TAZs used for the land use trip generation analysis.



LEGEND

- Study Area
- East Los Angeles Boundary

Project Land Use

- CV - Civic Center
- LMD - Low-Medium Density Residential
- AB - Mixed-Use Atlantic Boulevard
- NC - Mixed-Use Neighborhood Center
- CC - Mixed-Use Cesar Chavez
- FS - Mixed-Use First Street
- TOD
- OS - Open Space

N

0 0.25 0.5 Miles

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East LA 3rd Street Specific Plan EIR

Figure 1

Specific Plan Boundary



LEGEND

- Project Area
- X — Study Intersection and Reference Number

7/8/13

N

No Scale

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East Los Angeles Specific Plan - Traffic Impact Study

Figure 2

Location of Study Intersections

C. Analysis Methodology

Key tasks undertaken for this traffic analysis include: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the planned Specific Plan land uses, 4) assignment of Project-generated trips to the study area roadway system and, 5) evaluation of the impact of cumulative traffic at the study intersections. This report follows guidelines within the LACDPW document *Traffic Impact Analysis Report Guidelines.*

KOA Corporation coordinated with County of Los Angeles Regional Planning staff, and subsequently with staff within the Traffic and Lighting Division of the Department of Public Works, at the start of this study to achieve consensus on assumptions such as study intersection locations. Traffic study guidelines defined by the City of Los Angeles Department of Transportation (LADOT) were incorporated into the analysis of study intersections that are located on the border of or within the City.

The following text describes the methodology applied to the traffic analysis.

Study Scenarios

Weekday a.m. and p.m. peak-hour traffic operations were evaluated at the study intersections for the following traffic scenarios, numbered in this specific manner for discussion purposes. Significant traffic impacts are determined in the third and fourth scenarios:

1. Existing (year 2013) Conditions
2. Future (year 2035) Ambient Growth Conditions
3. Future (year 2035) + Ambient Growth + Proposed Project
4. Future (year 2035) + Cumulative Projects + Proposed Project

The County traffic study guidelines define significant impacts by two specific comparisons of the scenarios defined above:

- The incremental change from Scenario 2 to Scenario 3 (Project Impacts)
- The incremental change from Scenario 2 to Scenario 4 (Cumulative Impacts)

The City of Los Angeles traffic study guidelines define significant impacts by a single comparison of these scenarios:

- The incremental change from Scenario 3 to Scenario 4 (Project Impacts)

The proposed project being analyzed by this document is the program-level concept of the Specific Plan. The land use authorized by adoption of the related land use plan would be implemented through new private development and revitalization of older uses. This would occur over time through the buildout year of the plan, while adjacent neighborhoods would also be experiencing new development within the same timeframe.

Therefore, the Project impacts were primarily analyzed using County methodology, based on the incremental cumulative traffic impact of all Specific Plan land use intensity/use changes, plus other identified planned development projects in the vicinity of the study area. For the three intersections located within the City of Los Angeles, a supplemental analysis based on City guidelines was applied using all other cumulative projects as the baseline, and the incremental impacts of the Specific Plan land

uses. Impacts using growth-only conditions as the baseline were not analyzed, as this traffic analysis is focused on a future buildout year of all area land uses. Growth rate and the cumulative development assumptions for pre-Project conditions are analyzed within Section 4.

Land Use Plan Source

The land use plan defines the planned future intensity of development for the Specific Plan area, which was used within this traffic impact analysis to calculate trips generated by customized analysis zones within the study area. A traffic analysis zone (TAZ) is constituted by one or more census blocks from the United States Census. TAZs were defined as part of the 1990 Census within the Census Transportation Planning Package (CTPP). The study area analysis zones are based on these TAZs, but customized to analyze separately the commercial land use corridors and the adjacent residential neighborhoods.

Land use data for existing conditions, and proposed conditions under the Specific Plan land use plan, generated by County Regional Planning, were used to define the potential incremental change in area land uses for this impact analysis that would occur due to the Project.

The analysis of the land use plan data, and related trip generation, distribution, and assignment steps, are discussed in more detail within Section 5 of this report.

Intersection Operations Analysis

The analysis of peak hour intersection Level of Service (LOS) is the primary indicator of circulation system performance. For the analysis of the study area intersections, the County of Los Angeles requires that either the Intersection Capacity Utilization (ICU) Method or the Critical Movement Analysis (CMA) procedure be used. The analysis of the signalized study intersections was conducted utilizing the Circular 212 Planning method, which provides the required CMA analysis.

The concept of intersection level of service is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (v/c of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, lane capacity, and approach lane configurations.

For analysis of a stop-controlled intersection, the methodology from the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB) was utilized. The HCM expresses levels of service in terms of average delay (seconds per vehicle). For a partially-controlled intersection (with stop signs at only some approaches), the average delay for the critical stop-controlled approach at the intersection is computed.

The five-legged study intersection of Beverly Boulevard-Woods Avenue/3rd Street was analyzed using HCM software within the Synchro program, as the Traffic software used to analyze the other study intersections cannot conduct such analysis and complicated phasing of this type of intersection necessitates a more robust analysis. The output in seconds of delay was used to analyze this location.

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 E is typically defined as the operating "capacity" of a roadway. Los Angeles County defines LOS D as the lowest acceptable operating condition. The concept of acceptability is used by the

County for roadway planning purposes. Significant traffic impacts, the focus of this study, are defined using separate thresholds based on operational changes and multiple level of service values.

Table 1 defines the LOS value ranges, based on volume/capacity ratio for signalized intersections and average delay per approaching vehicle in seconds of unsignalized intersections.

LOS E conditions denote near-capacity conditions, while LOS F conditions denote at-capacity or over-capacity conditions.

Table 1 – Level of Service Range Definitions

LOS	Definition	Signalized Intersection Volume/Capacity Ratio	Stop-Controlled Intersection Average Stop Delay Per Vehicle (Sec/Veh) (HCM)
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 long standing 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.	Greater than 1.000	>50
Source:	Highway Capacity Manual 2010, Transportation Research Board, Washington D.C., and Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City.		

Intersections Affected by Gold Line Operations

A factor of 0.15 was applied to the calculated volume-to-capacity (v/c) ratios at major intersections along the Metro Gold Line LRT corridor, 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 Lorena Street/1st Street intersection; the Indiana Street/1st Street intersection; and the 3rd Street intersections with Indiana Street, Downey Road, Eastern Avenue, Ford Boulevard, Mednik Avenue, and Beverly Boulevard-Woods Avenue.

County TSSP Corridor Synchronization Program

The County of Los Angeles has been implementing corridor-level traffic signal operational improvements via the Traffic Signal Synchronization Program (TSSP) since its inception in 1988. The typical TSSP project involves upgrading all the traffic signals along a corridor, installing new vehicle detectors in the pavement to detect the presence of vehicles, coordinating the timing of the signals between successive intersections, and automatically adjusting the traffic signals to facilitate the movement of vehicles through the intersections. Within the study area, the County has implemented a TSSP corridor on Cesar Chavez Avenue, between Indiana Street and Arizona Avenue.

Based on experiences with such systems in the City of Los Angeles, an expected benefit of implementation is approximately 10 percent of capacity. Therefore, for signalized study intersections within the Cesar Chavez Avenue corridor, a reduction of 10 percent in volume-to-capacity ratios was applied for all of the analysis scenarios.

Significant Impact Calculations

The traffic impact analysis included as assessment of weekday a.m. and p.m. peak hour traffic impacts at the 36 study intersections. As defined by the Los Angeles County traffic study guidelines, significant impacts of a proposed Project at study intersections must be mitigated to a level of insignificance, for both project-only and cumulative impacts. In cases where capacity increases are possible, mitigation measures were analyzed that would reduce impacts to less than significant levels.

Impact standards of the City of Los Angeles were applied to intersections located either on the border of the City and County, and were also applied to intersections located entirely within the City. The incremental impacts of the Specific Plan only were analyzed in a supplemental analysis at these locations, using the impact standards of the City.

Significant impact calculations for post-project conditions with implementation of the Specific Plan land uses, are discussed in more detail within Section 5 of this report.

2. Existing Transportation Facilities

This section documents the existing roadway configurations and types of facilities for various travel modes within the study area.

A. Existing Roadway System

Key freeway facilities within the study area are described below. A description of the roadways that traverse the study intersections are summarized in Table 2. Figure 3 depicts the approach lane configurations and traffic control at the study intersections.

The State Route 60 (SR-60) freeway is an east-west regional freeway, providing access directly to roadways within the study area. The facility has a western terminus at downtown Los Angeles and an eastern terminus in Riverside County. Within the study area, 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 Atlantic Boulevard.

The Interstate 710 (I-710) freeway is a north-south regional freeway, also providing direct access to the study area. The facility has a northern terminus at Valley Boulevard in Alhambra and a southern terminus in Long Beach. Within the study area, 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.

This report sub-section summarizes the physical roadway configurations within the study area. The discussion presented here is generally limited to the roadways that traverse the study intersections.

Table 2 provides a summary of roadway characteristics within the study area. The information is organized by columns, which are described from left to right below:

- Segment: The extents of the analyzed segment are described. New segments were utilized where characteristics of the roadway differ.
- # Lanes: The number of travel lanes for both directions of the roadway segment (northbound/eastbound or southbound/westbound) is indicated as a numeric value.
- Median / Centerline Type: The roadway median or centerline type is described here.
- Parking: On-street parking allowances or prohibitions are identified here.
- Intersection pockets/others: The characteristics of turn pockets at major intersections are described here, along with other defining characteristics of the roadway.
- Speed limit: The posted or implied (for residential areas) is listed here.

Table 2 – Study Area Roadway Characteristics

Segment	From	To	# Lanes		Median Type	Parking Restrictions		General Land Use	Posted Speed Limit
			NB / EB	SB / WB		NB / WB	SB / EB		
Cesar E Chavez Avenue	Lorena St	Rowan Ave	2	2	DY	Permitted	Permitted	Commercial	30
	Rowan Ave	Gage Ave	1	1	2LT	Permitted	Permitted	Commercial	
	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
1st Street	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
3rd Street	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 Blvld	1 / 2	1 / 2	LRT	Permitted / No Stopping Any Time	Permitted / No Stopping Any Time	Commercial / Residential	35
Lorena Street	Cesar Chavez Ave	4th St	1	1	2LT	Permitted	Permitted	Commercial / Residential	35
Eastern Avenue	Cesar Chavez Ave	Whittier Blvd	2	2	2LT	No Stopping Any Time	Permitted	Commercial / Residential	40
Mednik Avenue / Arizona Avenue	Cesar Chavez Ave	3rd St	2	2	DY	Permitted	Permitted / No Parking	Commercial / Residential	35
	3rd St	Whittier Blvd	2	2	RM	Permitted	Permitted	Residential	35
Atlantic Boulevard	Cesar Chavez Ave	Beverly Blvd	2 / 3	2 / 3	RM	No Parking	Permitted	Commercial	35

Notes: DY - Double Yellow, 2LT - Dual Left Turn, RM - Raised Median, LRT - Light Rail Transit

B. Non-Motorized Transportation Routes

Non-motorized transportation includes bicycle and pedestrian facilities. The text below discusses these facilities 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. The following is a summation of these standards. The class numbering standard is being phased out, to some extent, as the name of the facility type becomes more commonplace.

Class I (Bicycle Path) – A bicycle path is a special facility that is designed exclusively for the use of bicycles. They are physically separated from motor vehicle traffic by a physical barrier or landscaped area. Bicycle paths are more often used for recreation and are generally provided in along river channels and former railroad rights-of-way. Some bicycle lane facilities denote the lane with both striping and with color-shading within the lane, or color-shading at conflict points such as intersections and driveways.

Cycle tracks, a facility where the bicycle lane is located between the sidewalk and either on-street parking or a travel lane and separated by a curb or median or other barrier, is a method for implementing a facility with some similar benefits to a bicycle path. These facilities require special treatments at intersections, depending upon the setback from the travel lane and visibility issues.

Class II (Bicycle Lane) – A bicycle lane is a facility where a portion of the paved roadway area is marked as a special lane for use by bicycles only. It is identified by signage along the street that denotes "Bike Lane", pavement markings and lane line markings. Motor vehicles are prohibited from driving in bike lanes except when turning to and from driveways, intersections, or on-street parking.

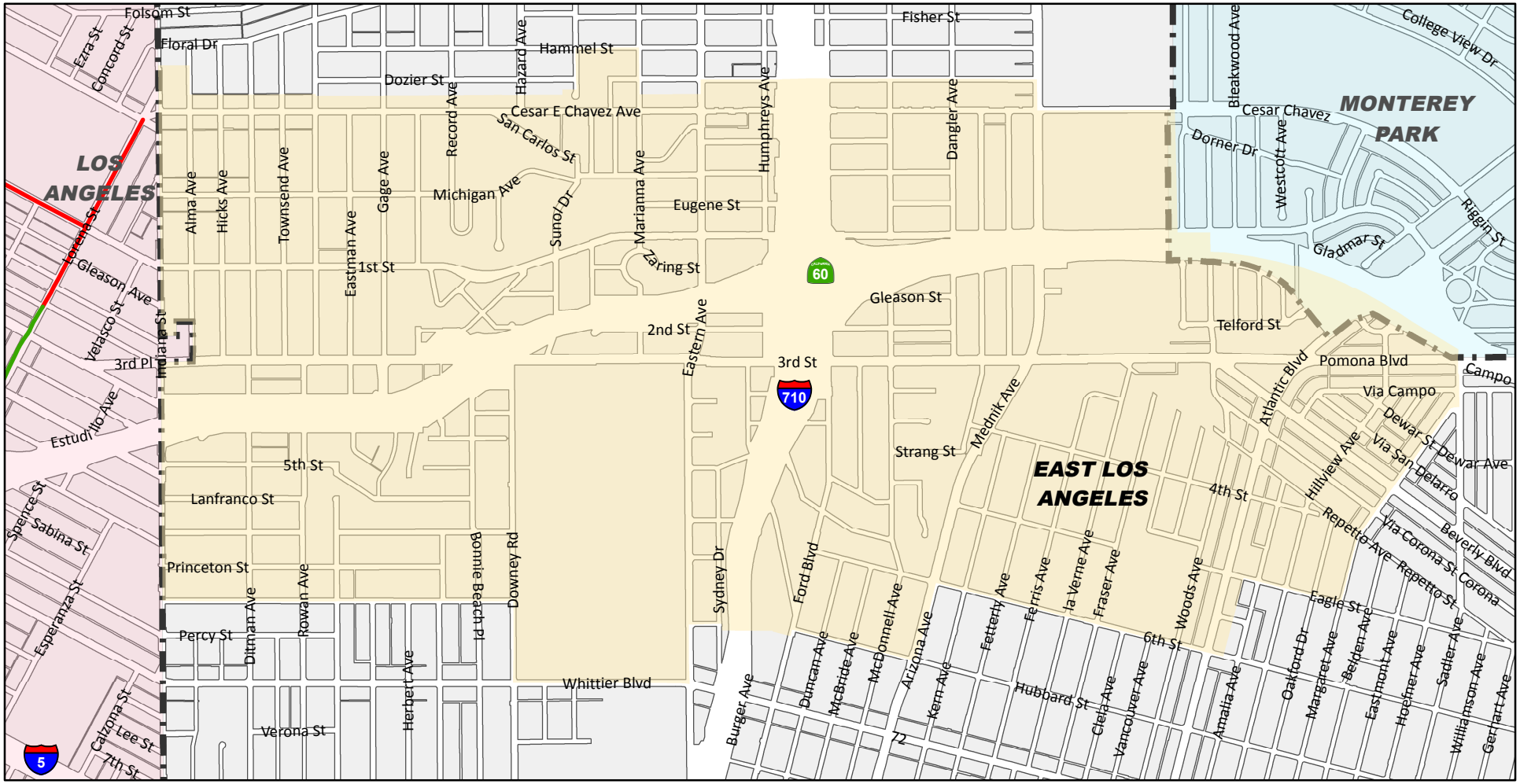
Class III (Bicycle Route) – A bicycle route is defined as a bicycle way designated within a public right-of-way. The purpose of the bicycle route is to encourage a sharing of the roadway between vehicles and bicycles. They are identified by signage along the street that denotes "Bike Route." No other pavement markings are employed with these facilities.

A bicycle boulevard is an enhanced Class III facility. The purpose of the bicycle boulevard is to more visibly denote the sharing of a roadway by vehicles and bicycles. They are typically identified by signage along the street that depicts a bicycle with text that denotes "Share the Road", and also by roadway striping that shows a bicycle with chevrons/arrows denoting a shared lane. Some bicycle boulevards denote the lane sharing with a color-shaded lane, or color-shading at conflict points such as intersections and driveways. Traffic calming measures along the corridor, and enhanced directional signage, are often a part of the implementation of such facilities.

Existing bicycle facilities within and near to the study area include the following:

- Bicycle lanes on 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)
- Bicycle lanes on Lorena Street, within the City of Los Angeles between Cesar Chavez Avenue and 4th Street (continuing to the south as a bicycle route)
- Bicycle lanes on Gerhart Avenue, within East Los Angeles between Via Campo and Beverly Boulevard

Figure 3 illustrates the locations of these existing area bicycle facilities.



LEGEND

Study Area

East Los Angeles Boundary

Existing Bikeways

Bike Lane

Bike Route

N

0 0.25 0.5 Miles

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East LA 3rd Street Specific Plan EIR

Figure 3

Local Bicycle Facilities

Regional Bicycle Facility Planning

The County of Los Angeles 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 sub-area.

The Los Angeles County Metropolitan Transportation Authority (Metro) publishes the Metro Bike Map, a regional map that includes existing bicycle facilities within all jurisdictions of the County of Los Angeles.

Planned regional bicycle facilities within the study area are discussed later within this report.

Pedestrian Circulation

Pedestrian walking areas are an integral part of a city's circulation system. The connectivity of a sidewalk system, in terms of an overall network and links to neighboring major land uses, is a primary factor in pedestrian mobility. A sidewalk is an area of refuge from vehicle traffic that provides a safe route for pedestrian transport.

In order for sidewalks to be an effective choice for transportation, they need to be kept free of obstructions. When equipment such as utility poles, fire hydrants, traffic controls or street lighting must be placed on the sidewalk, it should be placed to minimize interference with pedestrian flow. When street furniture becomes an obstacle to pedestrian flow, it should be prohibited. 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. The width of sidewalks should not be affected by traffic mitigation measures, so that the pedestrian network is not compromised.

C. Public Transportation

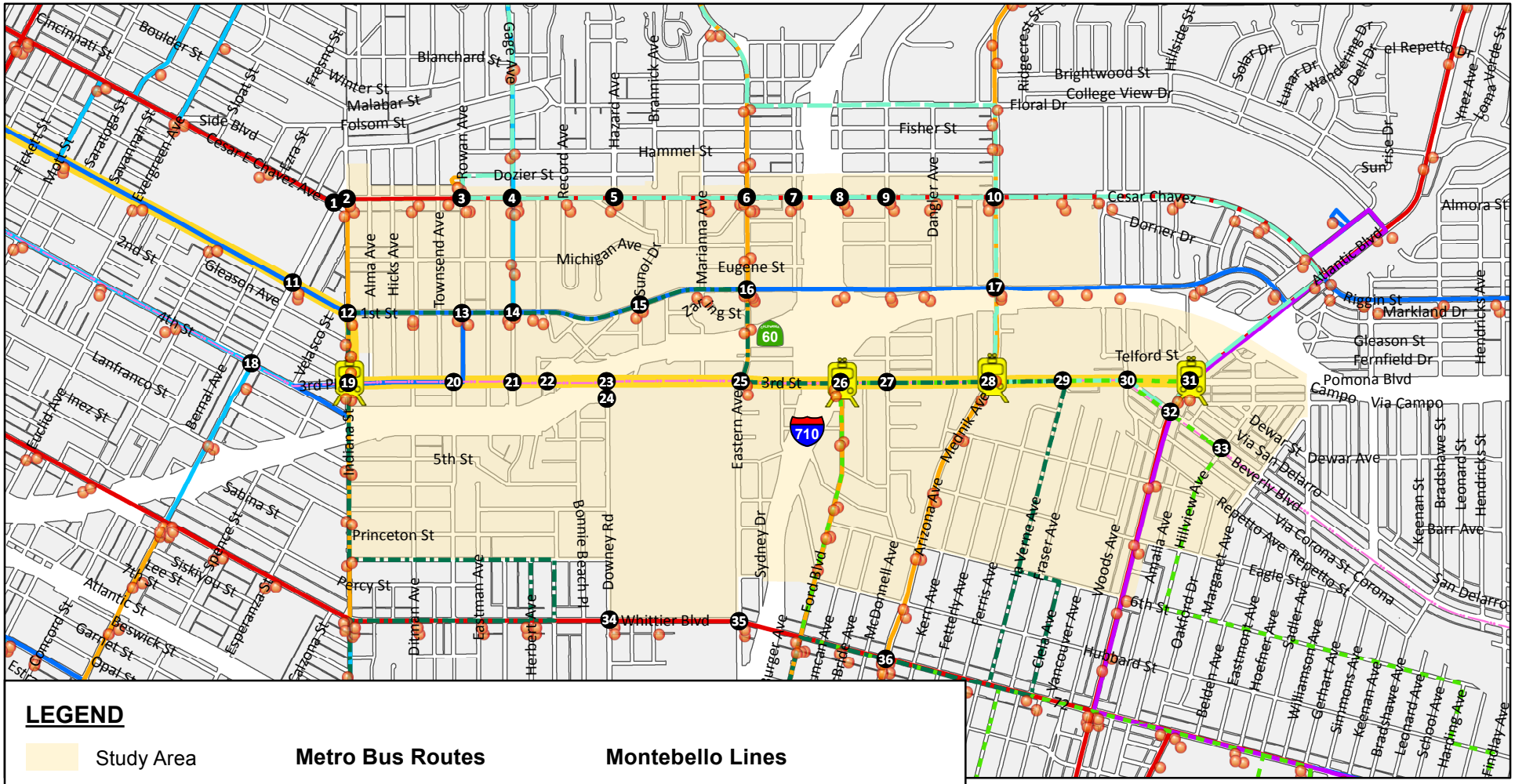
Public transportation in the study area, as defined here, consists of fixed route bus service, Light Rail Transit (LRT), and demand response service. This latter type of service is an advance reservation, shared ride transportation service for senior residents and disabled of any age and their attendants. Existing rail transit as well as local bus transit services that collectively provide viable alternatives to use of the private automobile are discussed below.

The study area is served by Metro Gold Line rail service and bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority, 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 3 summarizes the service characteristics of the existing transit lines within the study area and Figure 4 illustrates the routes of these lines.

Table 3 – Characteristics of Existing Public Transit Service in Study Area

Agency/Service	Line	Service From	Service To	Via	Peak Frequency
Metro	18	Wilshire Center	Montebello	Whittier Blvd.	3 - 8 Minutes
Metro	68	Los Angeles	Montebello	Cesar Chavez Ave. / Atlantic Blvd. / 1st St. / Indiana St.	13 - 16 Minutes
Metro	254	Watts	Boyle Heights	Lorena St. / Whittier Blvd. / Indiana St. / Cesar Chavez Ave. / Rowan Ave.	30 - 60 Minutes
Metro	256	Commerce	Altadena	Eastern Ave. / 3rd St. / Ford Blvd.	45 Minutes
Metro	258	Paramount	Alhambra	Arizona Ave. / Mednik Ave.	35 - 45 Minutes
Metro	260	Altadena	Compton	Atlantic Blvd.	10 - 20 Minutes
Metro Rail	Gold Line	East Los Angeles	Pasadena	1st St. / Indiana St. / 3rd St. / Atlantic Blvd.	6 Minutes
Metro Rapid	720	Santa Monica	Commerce	Whittier Blvd.	2 - 10 Minutes
Metro Rapid	762	Compton	Pasadena	Atlantic Blvd.	17 - 30 Minutes
Metro Rapid	770	Los Angeles	El Monte	Cesar Chavez Ave.	10 - 15 Minutes
Metro Shuttle	605	Boyle Heights	Boyle Heights	Lorena St.	15 Minutes
Metro Shuttle	620	Boyle Heights	Boyle Heights	Indiana St. / 1st St.	60 Minutes
Metro Shuttle	665	Los Angeles	Los Angeles	Indiana St. / 1st St. / Gage Ave.	30 - 40 Minutes
Montebello	M40	Los Angeles	Whittier	3rd St. / Beverly Blvd.	18 - 20 Minutes
Montebello	M341	Los Angeles	Whittier	3rd St. / Beverly Blvd.	19 - 20 Minutes
Montebello	M342	Los Angeles	Whittier	3rd St. / Beverly Blvd.	20 - 20 Minutes
El Sol Shuttle	City Terrace / ELAC	3rd & La Verne	3rd & Woods	3rd St. / Mednik Ave. / Cesar Chavez Ave. / Gage Ave. / Eastern Ave.	60 Minutes
El Sol Shuttle	Union Pacific / Salazar Park	3rd & La Verne	3rd & Mednik	3rd St. / Whittier Blvd. / Indiana St. / 1st St. / Eastern Ave.	60 Minutes
El Sol Shuttle	Whittier Blvd / Saybrook Park	3rd & La Verne	3rd & Mednik	Whittier Blvd. / Ford Blvd. / 3rd St. / Pomona Blvd. / Hillview Ave.	60 Minutes



LEGEND

- Study Area
- Study Intersection with Reference Number
- Bus Stop
- Gold Line Station

Metro Bus Routes

- Rapid Bus
- Local Non CBD
- Local CBD
- Circulators & Shuttles
- Gold Line

Montebello Lines

- Line 10
- Line 40, 341 & 342

El Sol Shuttles

- City Terrace/ELAC LOOP
- Union Pacifc / Salazar Park
- Whittier Blvd / Saybrook Park

N

0 0.35 0.7 Miles

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Figure 4

Local Transit Routes

3. Existing Conditions

This report section documents the configuration of existing roadways and intersections within the project traffic study area. Also documented within this section are the existing traffic conditions and associated level of service (LOS) values at the study intersections.

The analysis of operations at the study intersections was conducted for weekday a.m. and p.m. peak-hour conditions. New traffic counts were conducted for this traffic impact study in January 2013.

The impact analysis within this document is based on the buildout timeframe for the regional traffic model maintained by the Southern California Association of Governments (SCAG) and last updated to provide traffic projections through the year 2035. This traffic analysis therefore examines the year 2035 as the buildout year.

The results of the analysis of existing peak-hour intersection LOS are summarized in Table 3. The table summarizes the analyzed weekday a.m. peak-hour and p.m. peak-hour conditions.

As indicated by the highlighted cells within Table 3, the following intersections operate at poor LOS values under existing conditions.

- Indiana St & Cesar Chavez Ave – Operates at LOS E in the p.m. peak-hour period.
- Eastern Avenue & 3rd Street - Operates at LOS E in the p.m. peak-hour period.

The following figures are provided within the pages after Table 3:

- Figures 5A and 5B illustrate the lane configurations and intersection control utilized for the analysis of study intersection capacities.

- Figures 6A and 6B illustrate intersection turning movement counts during the a.m. peak hour, and Figures 7A and 7B illustrate the same for the p.m. peak hour.

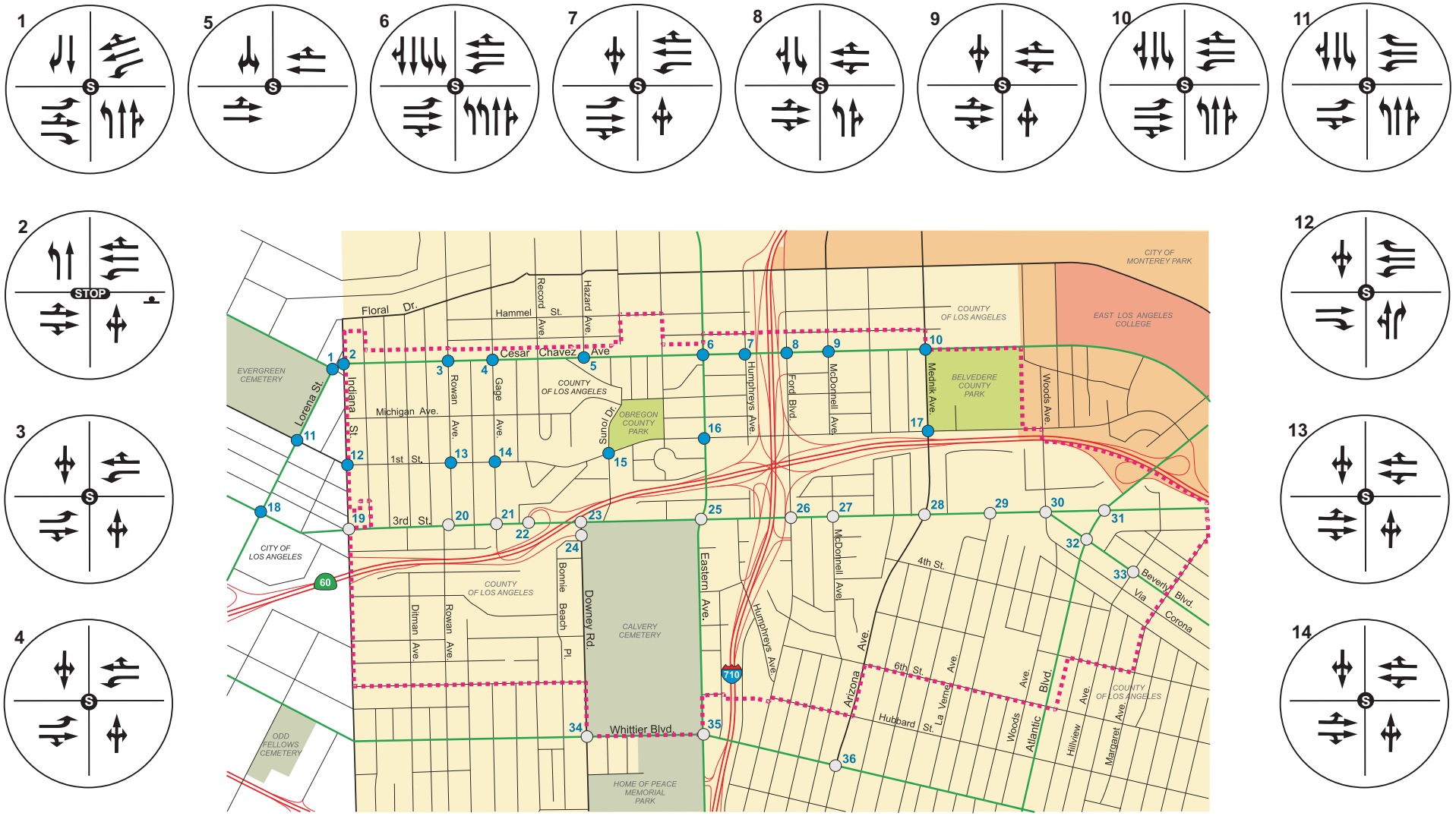
The intersection turn movement traffic counts are provided in Appendix A to this report. Intersection level of service analysis worksheets for the existing conditions scenario are provided in Appendix B.

Table 4 – Study Intersection Performance for Existing Peak-Hour Conditions

	Study Intersections	Weekday AM Peak Hour		Weekday PM Peak Hour	
		V/C Ratio or Delay (sec.)	LOS	V/C Ratio or Delay (sec.)	LOS
1	Brooklyn Pl-Lorena St & Cesar Chavez Ave	0.347	A	0.475	A
2	Indiana St & Cesar Chavez Ave *	19.3	C	35.3	E
3	Rowan St & Cesar Chavez Ave	0.837	D	0.836	D
4	Gage Ave & Cesar Chavez Ave	0.806	D	0.756	C
5	Hazard Ave & Cesar Chavez Ave	0.558	A	0.488	A
6	Eastern Ave & Cesar Chavez Ave	0.575	A	0.534	A
7	Humphreys Ave & Cesar Chavez Ave	0.458	A	0.333	A
8	Ford Blvd & Cesar Chavez Ave	0.779	C	0.708	C
9	McDonnell Ave & Cesar Chavez Ave	0.531	A	0.445	A
10	Mednik Ave & Cesar Chavez Ave	0.484	A	0.517	A
11	Lorena St & 1st St	0.553	A	0.597	A
12	Indiana St & 1st St	0.715	C	0.769	C
13	Rowan St & 1st St	0.440	A	0.387	A
14	Gage Ave & 1st St	0.528	A	0.513	A
15	Sunol Dr & 1st St	0.339	A	0.311	A
16	Eastern Ave & 1st St	0.558	A	0.511	A
17	Mednik Ave & 1st St	0.514	A	0.554	A
18	Lorena St & 4th St	0.317	A	0.322	A
19	Indiana St & 3rd St	0.656	B	0.690	B
20	Rowan St & 3rd St	0.537	A	0.571	A
21	Gage Ave & 3rd St	0.794	C	0.644	B
22	SR-60 WB On/Off Ramps & 3rd St	0.653	B	0.630	B
23	Downey Rd & 3rd St	0.622	B	0.764	C
24	Downey Rd & SR-60 EB Off Ramp *	11.6	B	22.2	C
25	Eastern Ave & 3rd St	0.775	C	0.943	E
26	Ford Blvd & 3rd St	0.697	B	0.779	C
27	McDonnell Ave & 3rd St	0.424	A	0.513	A
28	Mednik Ave & 3rd St	0.692	B	0.710	C
29	La Verne Ave & 3rd St	0.540	A	0.386	A
30	Beverly Blvd-Woods Ave & 3rd St	23.3	C	23.3	C
31	Atlantic Blvd & 3rd 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

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** Unsignalized intersection. LOS is determined by average delay in seconds of approaching vehicles.*



LEGEND

- Project Area
- Study Intersection with Ref #
- Intersection Lane Geometry
- Signalized Intersection
- Stop Sign Controlled Intersection
- Stop Sign

8/6/13

Intersections 1-18

Note

* De facto right-turn lane assumed due to wide curb lane

N

No Scale

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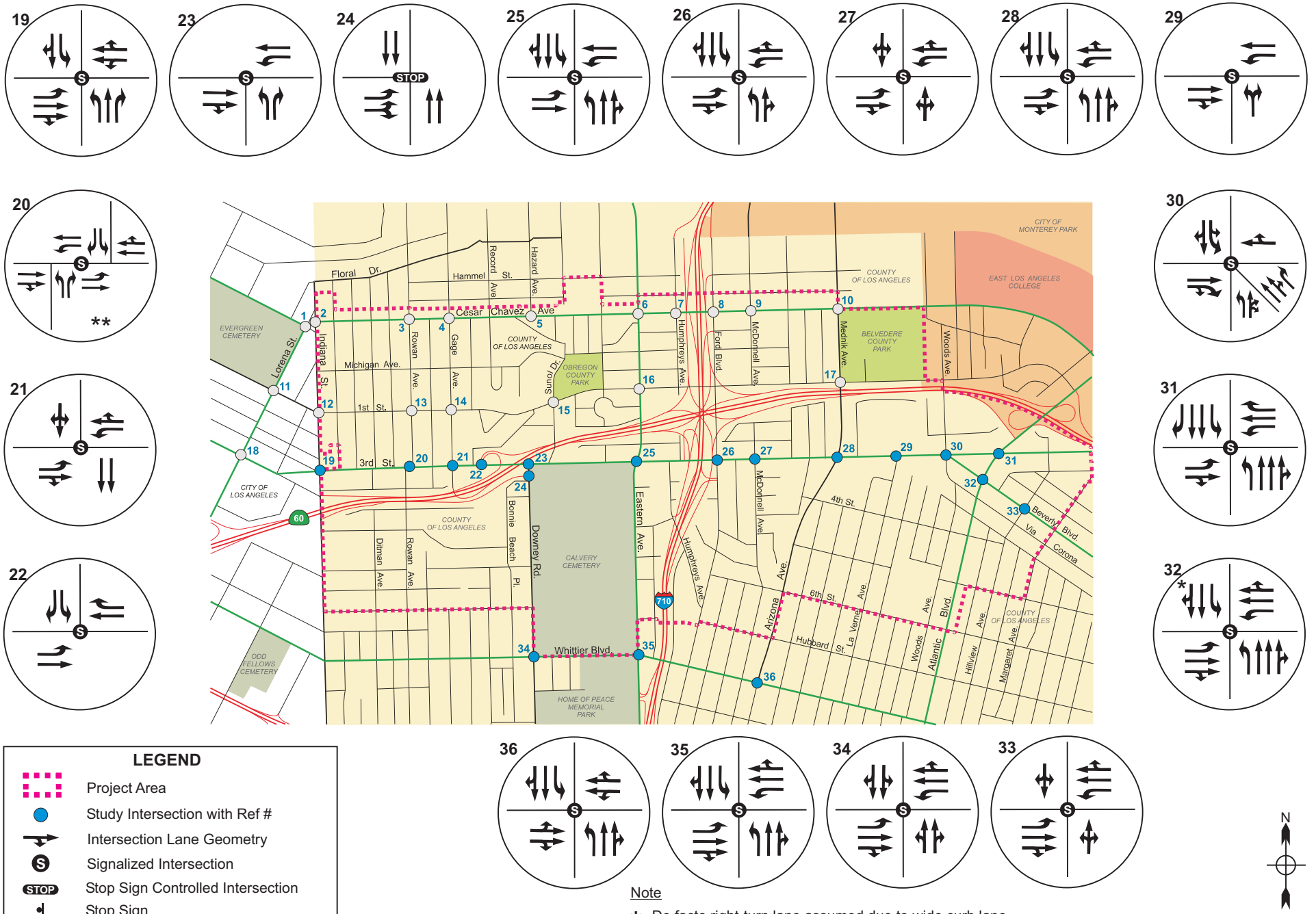
East Los Angeles Specific Plan - Traffic Impact Study

Figure 5A

Study Intersection Lane Geometry - North



LEGEND

- Project Area
- Study Intersection with Ref #
- Intersection Lane Geometry
- S — Signalized Intersection
- STOP — Stop Sign Controlled Intersection
- Stop Sign

8/6/13

Intersections 19-36

Note

* De facto right-turn lane assumed due to wide curb lane

N

No Scale

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Figure 5B

Study Intersection Lane Geometry - South

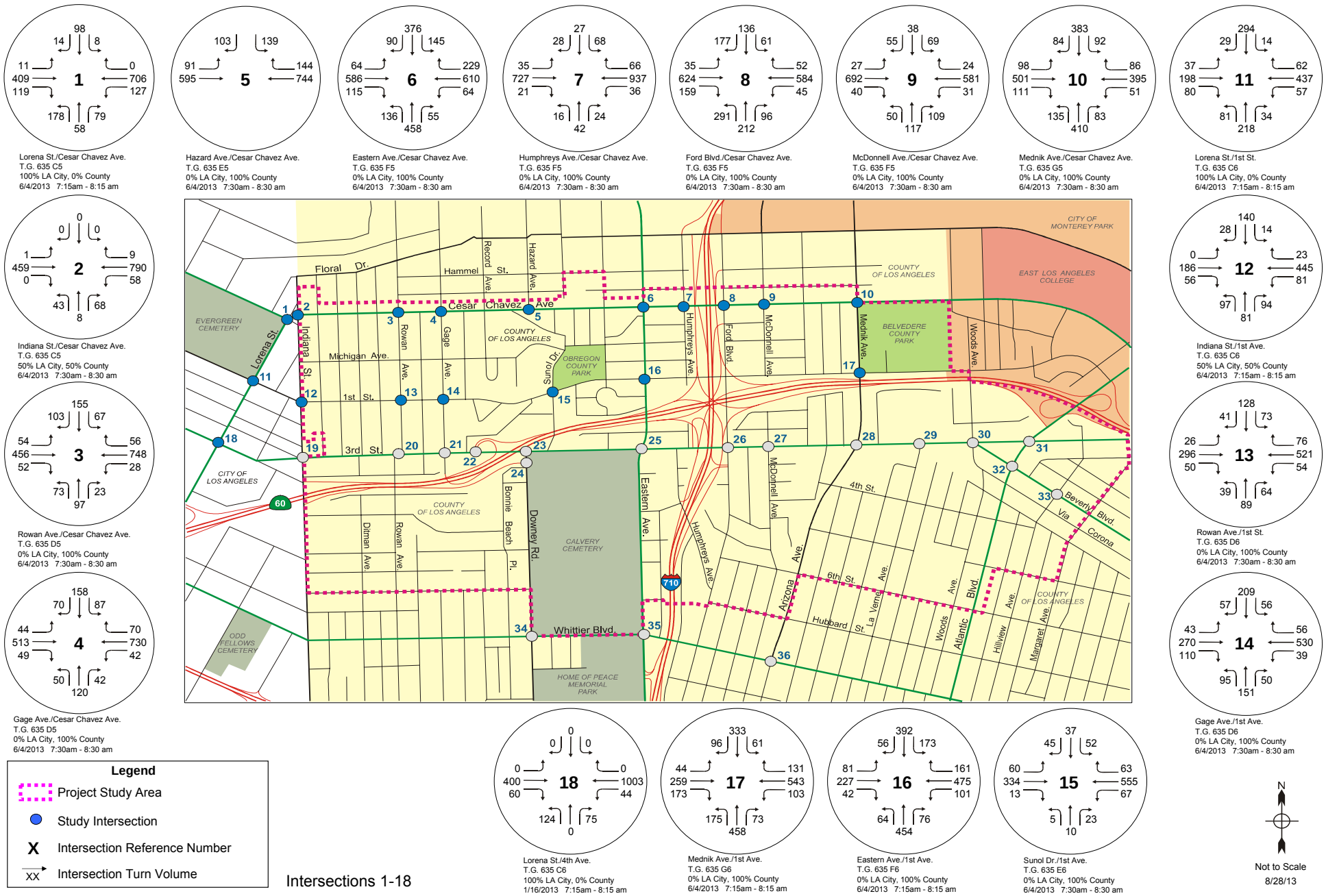

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Figure 6A

Existing AM Peak Hour Turn Volumes - North

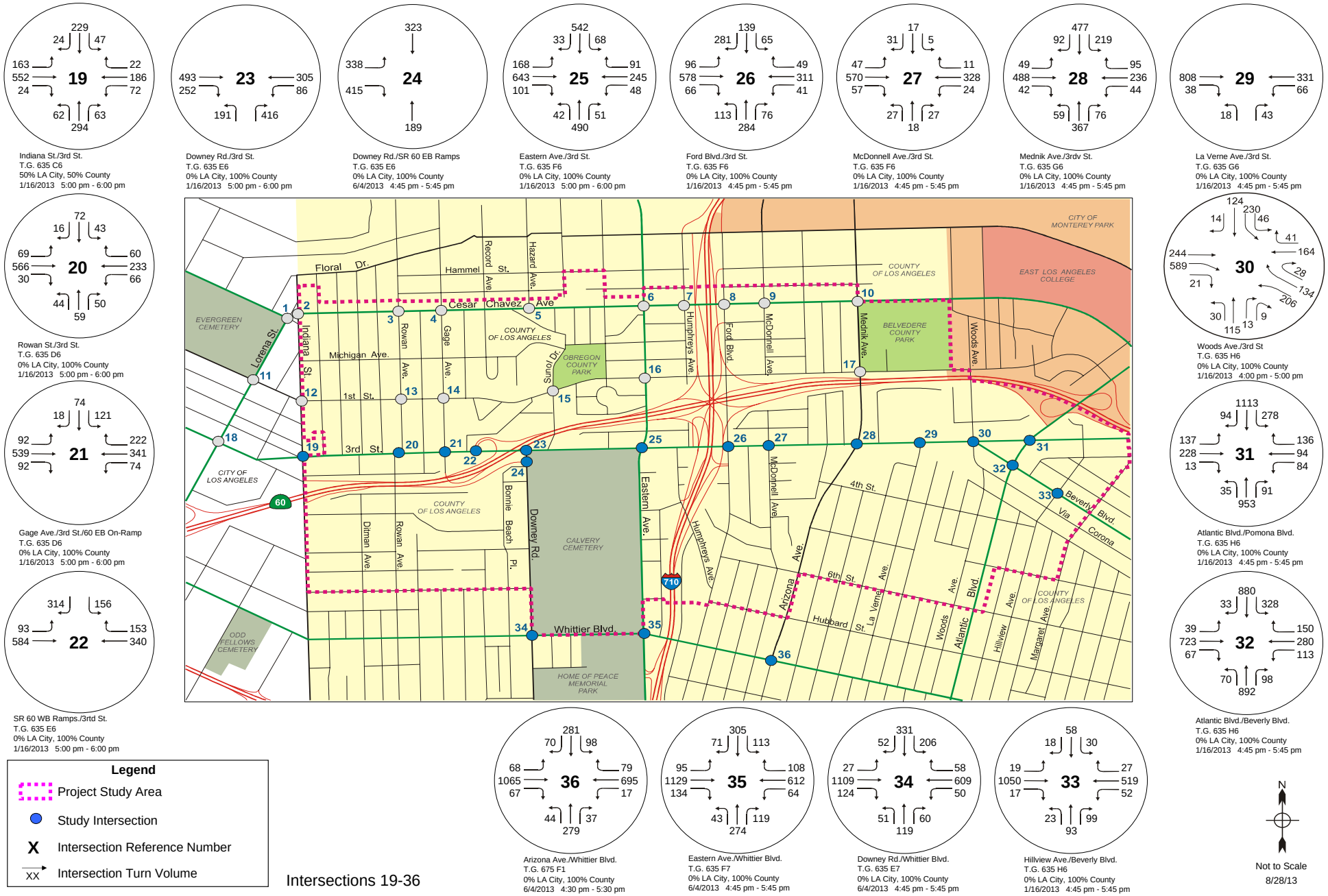

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Figure 6B

Existing (2013) PM Peak Hour Turn Volumes

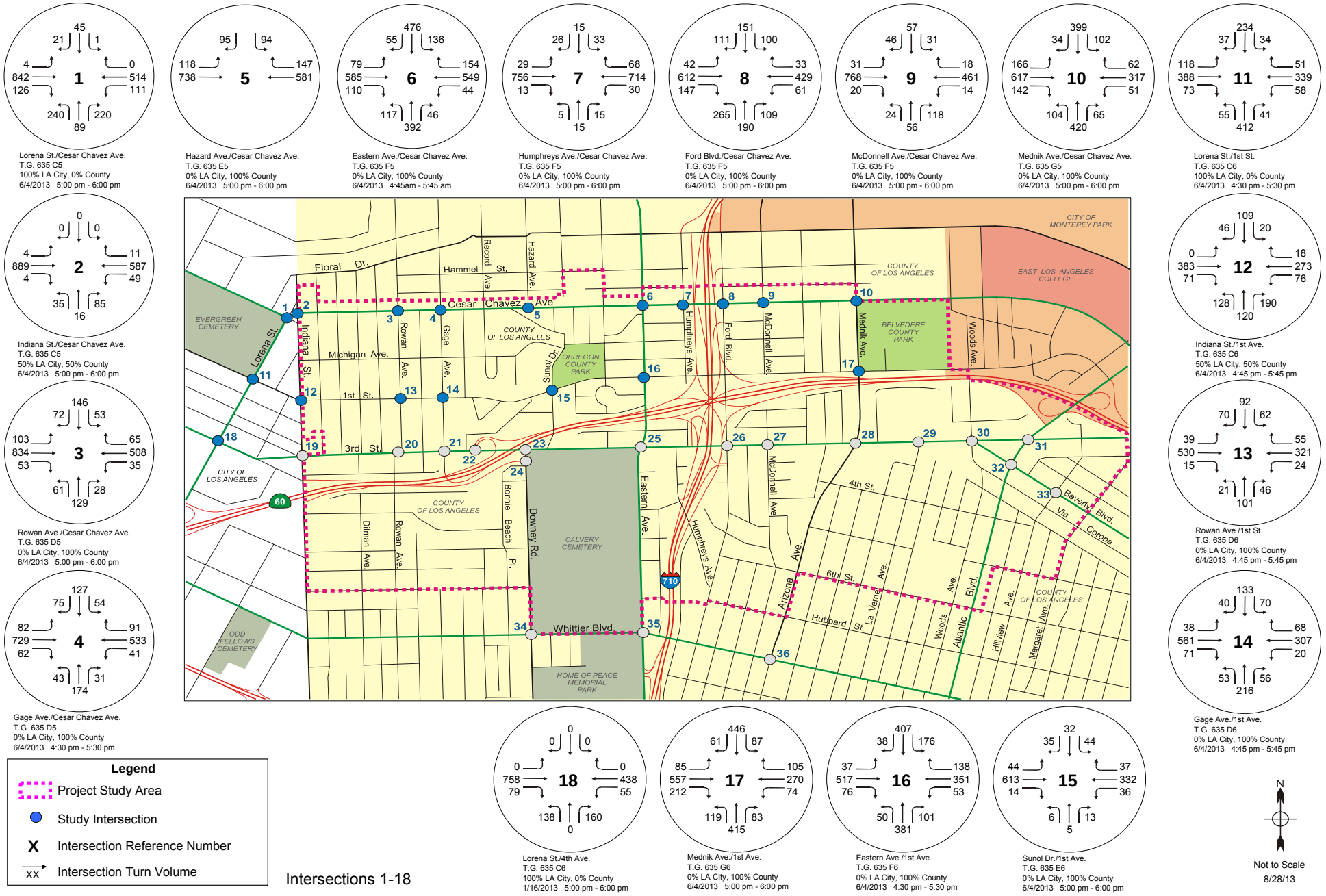

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Figure 7A

Existing PM Peak Hour Turn Volumes - North

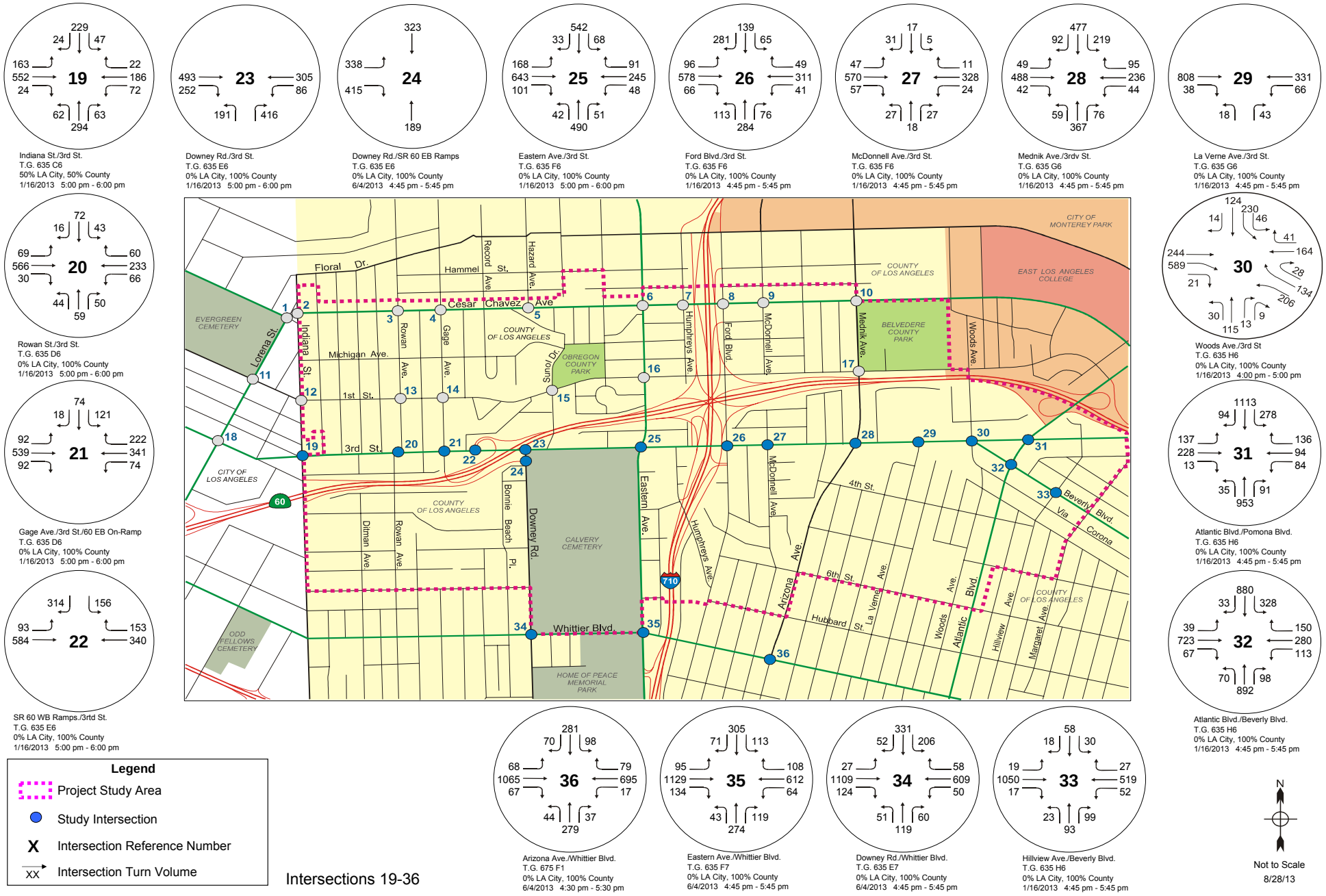

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Figure 7B

Existing PM Peak Hour Turn Volumes - South

4. Future (2035) Pre-Project Conditions

This section examines study area roadway network operations in the future buildout period (year 2035), with existing land use and estimated growth. This establishes a "pre-project" or baseline scenario for analysis of potential traffic impacts under the Specific Plan land use updates.

Traffic conditions with the proposed Specific Plan land uses are analyzed within Section 5 (study intersection operations) and Section 6 (impacts and mitigation measures) of this report.

A. Background Growth

To estimate future baseline conditions (future traffic volumes without the Specific Plan), existing volumes were increased by a growth rate determined by sub-regional growth estimates defined by the Metro Congestion Management Program (CMP) of 2010. Traffic growth through the year 2035 was applied, matching that of the regional traffic model maintained by SCAG. The CMP growth rates are based on results from a Metro adaptation of the regional traffic model.

The CMP defines anticipated area growth by Regional Statistical Area (RSA). RSA #21 – Vernon was used to define the applied area growth rates, as that area includes the East Los Angeles community. 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, with a resulting factor of 1.173. This is equivalent to a 17.3 percent increase.

B. Cumulative Projects and Planned Roadway Facilities

Table 5 provides a list of cumulative/area projects identified near to the study area within both the County of Los Angeles and the City of Los Angeles, but not within the Specific plan area, and the related trip generation of each project based on the proposed use. Trip generation rates were applied based on *Trip Generation (9th edition)*, published by the Institute of Transportation Engineers. The area projects are based on information provided by County Regional planning and LADOT Development Review.

Table 5 – Area/Cumulative Projects Trip Generation

	Project Name	Location	Land use	Size	Units	Daily Total	AM Peak			PM Peak		
							In	Out	Total	In	Out	Total
1	Apartment building	1032 S Indiana St	Residential	3	DU	20	0	2	2	1	1	2
2	Apartment complex	4125 Whittier Blvd	Residential	25	DU	166	3	10	13	10	5	16
3	Apartment complex	658 S Ferris Av	Residential	21	DU	140	2	9	11	8	5	13
4	Healthcare center	4816 E 3rd St	Medical	24.800	KSF	199	10	10	20	10	14	24
5	Used auto sales dealership	5270 Pomona Blvd	Retail	1.625	KSF	52	2	1	3	2	3	4
6	Used auto sales dealership	5747 Whittier Blvd	Retail	8.306	KSF	268	12	4	16	9	13	22
					TOTALS:	845	29	36	65	40	40	80

DU = Dwelling units, KSF = 1,000 sq.ft. of floor area

The identified area projects would generate a total of 845 daily vehicle trips, including 65 trips in the a.m. peak hour and 80 trips in the p.m. peak hour. These generated trips were added to the study intersections as part of the analysis for this scenario, in addition to the growth rate applied to the existing traffic counts.

Planned bicycle facilities and roadway cross-sectional changes were considered for the pre-Project analysis. Proposed bicycle lane facilities were assumed to not affect study intersection configurations, as it is common for bicycle lanes and other facilities to blend with vehicle approach lanes at intersections.

A project to modify roadway cross-sections would occur on Downey Road within the study area. The Downey Road project would implement a "road diet" project that would reduce the number of through lanes from four to two.

The implementation of the Downey Road project was assumed to occur within the Specific Plan timeframe, by the buildout year analyzed for the proposed Specific Plan Project. The post-Project analysis therefore incorporates a reduction in through lanes at the applicable approaches to the Downey Road study intersections.

C. Study Intersection Operations

Intersection peak-hour performance and level of service values for the future (year 2035) pre-Project scenario are summarized within Table 6.

Table 6 – Intersection Peak-Hour Level of Service – Future (2035) Pre-Project Conditions

	Study Intersections	Weekday AM Peak Hour		Weekday PM Peak Hour	
		V/C Ratio or Delay (sec.)	LOS	V/C Ratio or Delay (sec.)	LOS
1	Brooklyn Pl-Lorena St & Cesar Chavez Ave	0.424	A	0.575	A
2	Indiana St & Cesar Chavez Ave *	17.7	D	78.5	F
3	Rowan St & Cesar Chavez Ave	0.882	D	0.881	D
4	Gage Ave & Cesar Chavez Ave	0.845	D	0.787	C
5	Hazard Ave & Cesar Chavez Ave	0.555	A	0.472	A
6	Eastern Ave & Cesar Chavez Ave	0.575	A	0.526	A
7	Humphreys Ave & Cesar Chavez Ave	0.437	A	0.282	A
8	Ford Blvd & Cesar Chavez Ave	0.814	D	0.731	C
9	McDonnell Ave & Cesar Chavez Ave	0.522	A	0.422	A
10	Mednik Ave & Cesar Chavez Ave	0.468	A	0.506	A
11	Lorena St & 1st St	0.640	B	0.692	B
12	Indiana St & 1st St	0.813	D	0.876	D
13	Rowan St & 1st St	0.516	A	0.454	A
14	Gage Ave & 1st St	0.619	B	0.601	B
15	Sunol Dr & 1st St	0.397	A	0.365	A
16	Eastern Ave & 1st St	0.655	B	0.599	A
17	Mednik Ave & 1st St	0.604	B	0.650	B
18	Lorena St & 4th St	0.389	A	0.395	A
19	Indiana St & 3rd St	0.744	C	0.783	C
20	Rowan St & 3rd St	0.630	B	0.670	B
21	Gage Ave & 3rd St	0.932	E	0.756	C
22	SR-60 WB on/off Ramps & 3rd St	0.766	C	0.739	C
23	Downey Rd & 3rd St	0.704	C	0.871	D
24	Downey Rd & SR 60 EB Off Ramp *	12.7	B	45.2	E
25	Eastern Ave & 3rd St	0.883	D	1.081	F
26	Ford Blvd & 3rd St	0.969	E	1.067	F
27	McDonnell Ave & 3rd St	0.500	A	0.605	B
28	Mednik Ave & 3rd St	0.967	E	0.987	E
29	La Verne Ave & 3rd St	0.641	B	0.460	A
30	Beverly Blvd-Woods Ave & 3rd St	37.2	C	35.2	C
31	Atlantic Blvd & 3rd St	0.711	C	0.716	C
32	Atlantic Blvd & Beverly Blvd	0.716	C	0.897	D
33	Hillview Ave & Beverly Blvd	0.520	A	0.656	B
34	Downey Rd & Whittier Blvd	0.606	B	0.794	C
35	Eastern Ave & Whittier Blvd	0.697	B	0.791	C
36	Arizona Ave & Whittier Blvd	0.459	A	0.764	C

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** Unsignalized intersection. LOS is determined by average delay, in seconds, of approaching vehicles.*

Based on the LOS summary for this scenario provided by Table 6, the following six intersections would operate at poor LOS values of E or F during one or both of the weekday peak hours:

- Indiana St & Cesar Chavez Ave – Worsening from LOS E to F in the p.m. peak hour
- Gage Ave & 3rd St – Worsening from LOS C to E in the a.m. peak hour
- Downey Rd & SR-60 Eastbound Off-Ramp – Worsening from LOS C to E in the p.m. peak hour
- Eastern Ave & 3rd St – Worsening from LOS E to F in the p.m. peak hour
- Ford Blvd & 3rd St – Worsening within LOS E in the a.m. peak hour and from LOS C to F in the p.m. peak hour
- Mednik Ave & 3rd St – Worsening to LOS E in the a.m. and p.m. peak hours

Each of these study intersections that would operate at LOS E or F during this scenario is on a major arterial, or at a freeway interchange, or is an unsignalized intersection with large delays for vehicles approaching from the minor/controlled roadway. These intersections will potentially operate at poor levels of service due to high traffic volumes on the primary arteries of the study area, as area growth occurs into the buildout year.

Figure 8 illustrates the locations of the cumulative/area projects included in the analysis.

The a.m. peak-hour turning movement volumes at the study intersections for the analyzed scenario are provided on Figure 8A (north intersections) and Figure 9A (south intersections). The p.m. peak-hour turning movement volumes are provided on Figure 10A (north intersections) and Figure 10B (south intersections).

The level of service worksheets for this scenario are provided in Appendix C of this report.



LEGEND

- Project Area
- Study Intersection
- 1 Area Project Location

12/13

N

No Scale

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Figure 8

Locations of Cumulative Projects

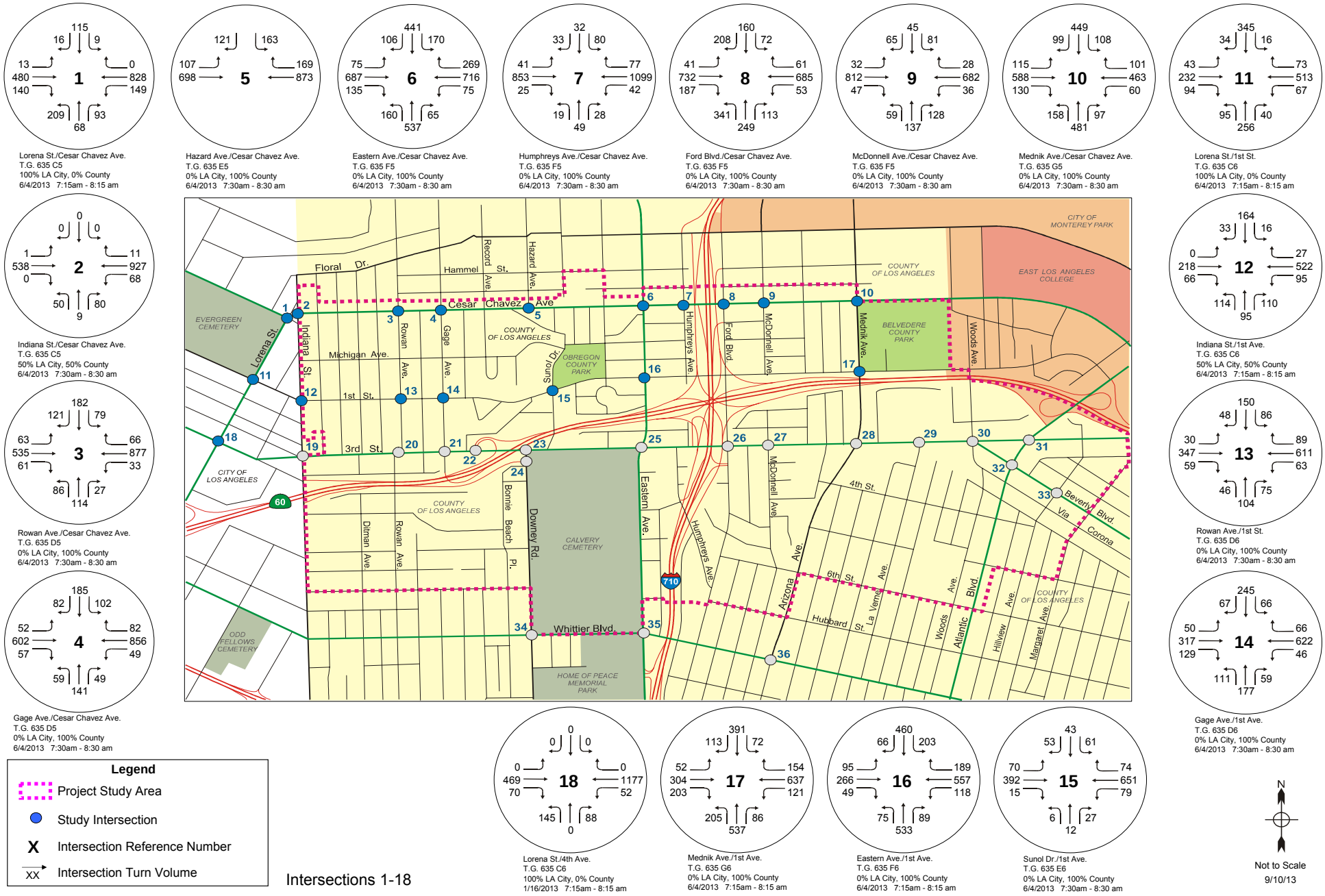

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Figure 9A

Future Without Project AM Peak Hour Turn Volumes - North

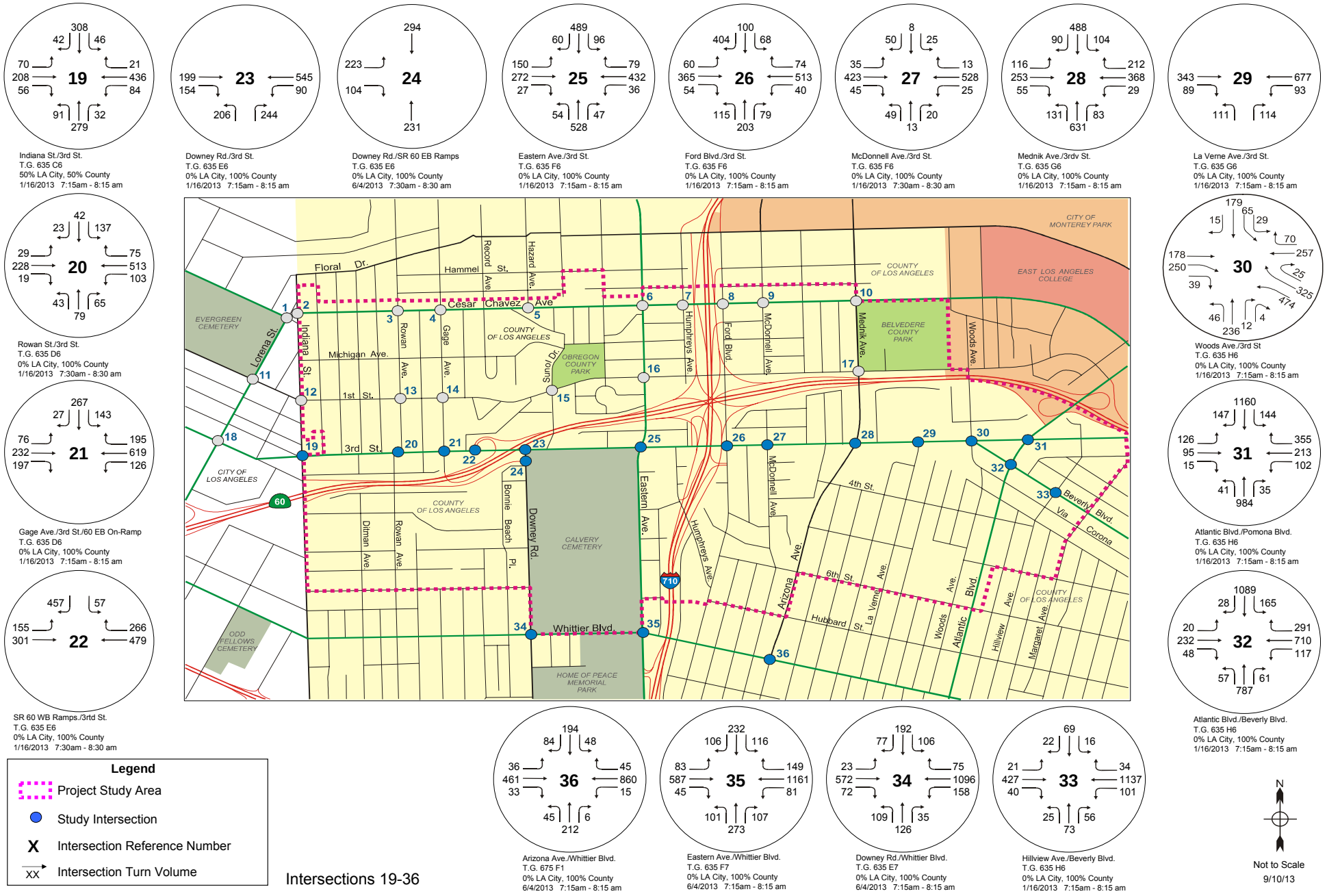

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Figure 9B

Future Without Project AM Peak Hour Turn Volumes - South

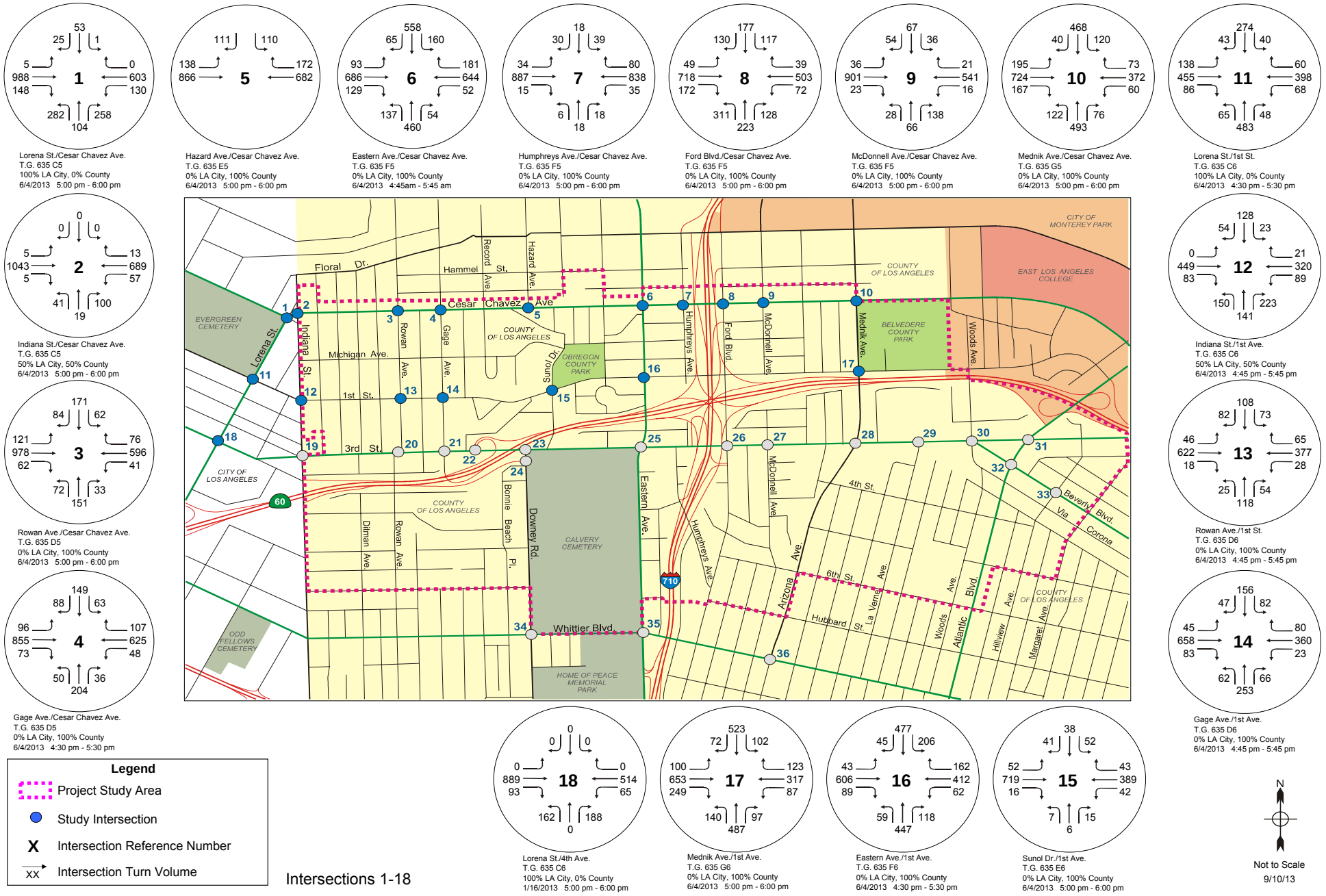

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Figure 10A

Future Without Project PM Peak Hour Turn Volumes - North

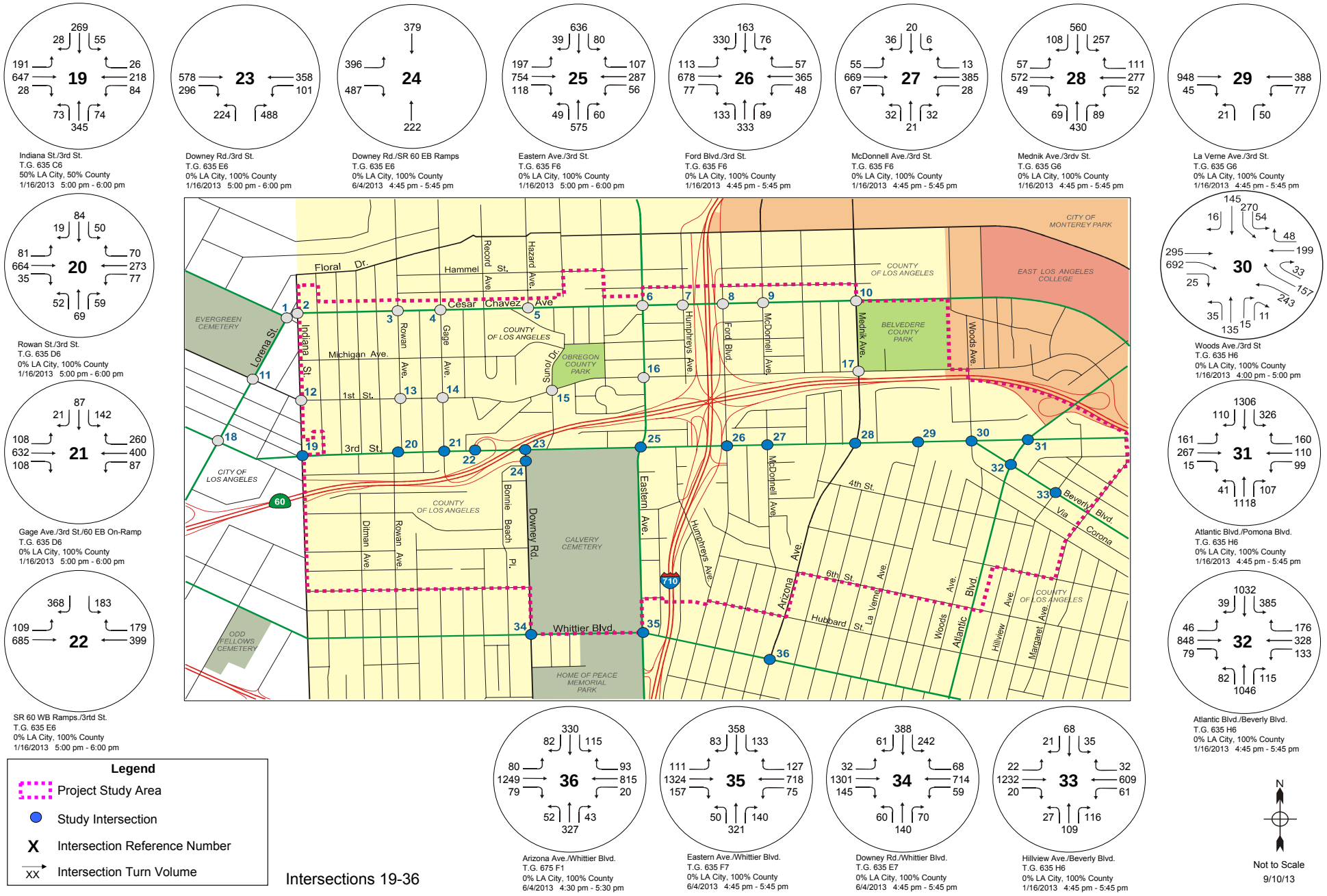

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Figure 10B

Future Without Project PM Peak Hour Turn Volumes - South

5. Future (2035) Post-Project Conditions

This scenario includes background traffic growth and potential new area development under the proposed Specific Plan, in addition to other cumulative/area planned projects assumed to be built within the buildout timeframe.

Using the inputs of land use data from the Specific Plan process, this scenario estimates the effects of both regional development and population growth and the land use changes proposed for the Specific Plan area.

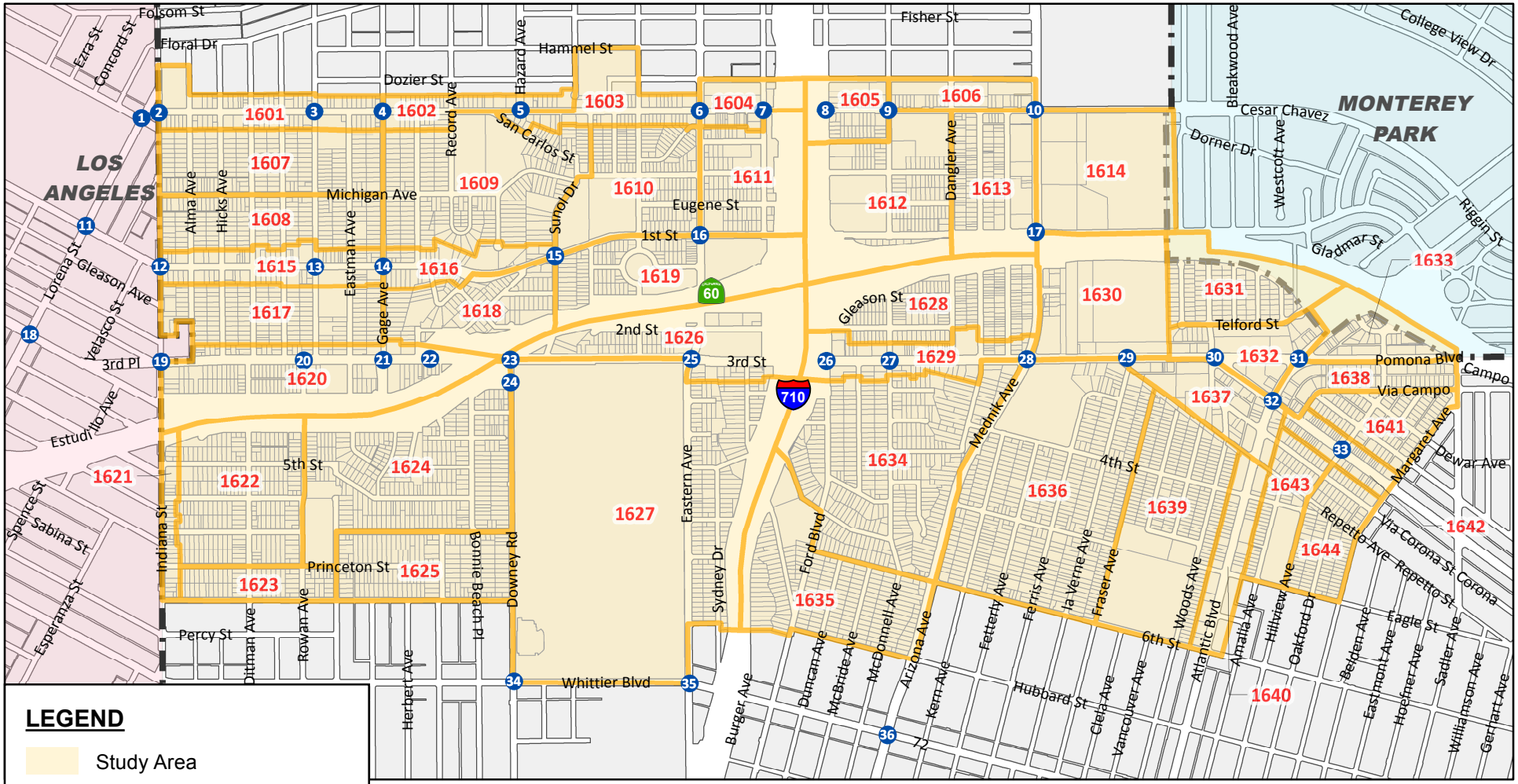
A. Anticipated Development under Specific Plan

KOA was provided details from the Specific Plan land use map, based on commercial floor area increases and residential unit increases in various areas of the study area. Trip generation for these land uses was analyzed and impacts were examined.

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 Traffic Analysis Zone (TAZ) was derived by subtracting the intensity of the proposed Specific Plan land uses from that of the existing land uses. The changes in development intensities would include parcel turnover and redevelopment (recycling), as well new development envisioned by the Specific Plan.

Figure 11 illustrates the Traffic Analysis Zone extents within the study area.



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East LA 3rd Street Specific Plan EIR

Figure 11

Traffic Analysis Zones Used for Specific Plan Area

B. Projected Traffic Volumes

The potential development intensity changes – square feet of floor area for non-residential uses such as commercial and industrial, and number of units for residential uses – from the existing land uses to the proposed Specific Plan land uses are calculated below.

The trip generation changes due to incremental (net) development increase associated with the proposed Land Use Plan is summarized within Table 7. The increased development that would be allowed under the proposed Plan could, at maximum density, generate the following new vehicle trips:

- Commercial uses - 184,836 daily trips, including 3,855 in a.m. peak, 10,744 in p.m. peak
- Residential uses - 34,126 daily trips, including 2,336 in a.m. peak, 2,957 in p.m. peak

The maximum number of trips was analyzed in the impact analysis, in order to provide a conservative analysis of potential impacts of the Plan. Negative trip generation numbers within Table 7 are caused by reductions in overall trips, due to expected localized reductions in land use mix and intensity. "In" and "Out" designations refer to the relationship/direction of the trips to the generating uses.

The trip totals were calculated using rates for the various non-residential and residential land use types considered in the Land Use Plan, based on *Trip Generation (9th edition),* published by ITE. Internal trip capture reductions, for trips that would remain local to each TAZ area were included, which would constitute walking trips or trips by other non-vehicle modes due to attraction between commercial and residential uses. Internal trip capture reductions were taken based on *Trip Generation*.

Credits for transit use were taken based on trip generation and walking-distance proximity (assumed to be one-half of a mile for the analysis) to Metro Gold Line stations. Credit rates were taken from guidance within the Congestion management Program.

Trips were distributed to the study area based on directional distribution percentages from the local Regional Statistical Area (RSA), defined by the Metro regional planning model for the CMP. The distribution calculations and conglomerations based on cardinal directions are provided within a table in Appendix D.

Table 7 – Trip Generation Change by Traffic Analysis Zone (TAZ) – Peak Hours

TAZ	COMMERCIAL NET TRIPS							RESIDENTIAL NET TRIPS						
	DAILY	AM PEAK HOUR			PM PEAK HOUR			DAILY	AM PEAK HOUR			PM PEAK HOUR		
	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
1601	13,268	172	106	278	340	367	707	2,556	37	146	183	154	83	237
1602	8,958	116	71	187	229	249	478	1,464	21	84	105	89	47	136
1603	9,173	119	73	192	235	254	489	1,393	20	80	100	84	44	128
1604	3,757	49	29	78	96	103	199	691	10	40	50	42	23	65
1605	4,005	52	32	84	102	111	213	852	11	49	60	51	26	77
1606	5,773	75	46	121	148	159	307	1,010	14	58	72	62	33	95
1607	523	6	4	10	22	24	46	378	6	24	30	27	14	41
1608	4,105	53	33	86	171	185	356	309	5	19	24	22	11	33
1609	0	0	0	0	0	0	0	349	4	13	17	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	26	21	10	31
1613	880	12	7	19	36	40	76	180	3	9	12	8	5	13
1614	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	152	129	70	199
1616	7,391	97	59	156	198	214	412	882	12	48	60	48	27	75
1617	10,250	132	81	213	427	463	890	1,183	16	61	77	61	32	93
1618	597	8	4	12	25	28	53	218	2	7	9	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	246	209	113	322
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

Table 7 (continued) – Trip Generation Change by Traffic Analysis Zone (TAZ) – Peak Hours

TAZ	COMMERCIAL NET TRIPS							RESIDENTIAL NET TRIPS						
	DAILY	AM PEAK HOUR			PM PEAK HOUR			DAILY	AM PEAK HOUR			PM PEAK HOUR		
	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
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	22	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	100	85	46	131
1627	0	0	0	0	0	0	0	162	4	12	16	16	9	25
1628	2,326	30	19	49	97	105	202	638	8	32	40	30	16	46
1629	11,670	151	92	243	280	303	583	1,869	26	106	132	111	60	171
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1631	0	0	0	0	0	0	0	453	6	25	31	25	13	38
1632	10,685	138	84	222	256	278	534	1,965	27	112	139	119	63	182
1633	2,340	30	18	48	57	60	117	778	11	44	55	46	25	71
1634	6,631	86	53	139	276	299	575	1,964	25	100	125	97	52	149
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	62	38	21	59
1637	17,109	220	136	356	410	445	855	2,588	37	147	184	157	84	241
1638	4,883	63	38	101	117	127	244	994	13	55	68	58	30	88
1639	0	0	0	0	0	0	0	476	5	22	27	18	9	27
1640	3,539	46	28	74	91	97	188	1,700	25	97	122	102	56	158
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	72	63	33	96
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	10	9	5	14
Total	**184,836**	**2,391**	**1,464**	**3,855**	**5,159**	**5,585**	**10,744**	**34,126**	**465**	**1,871**	**2,336**	**1,926**	**1,031**	**2,957**

C. Study Intersection Operations Analysis

A level of service analysis was conducted based on the analysis of future post-Project conditions, based on the addition of trips anticipated to be generated by the proposed Specific Plan land use changes.

The results of the analysis for this scenario are provided within Table 8. Intersections that would operate at LOS values of E or F are indicated by highlighted cells.

Table 8 – Study Intersection Operations – Future (2035) Post-Project Conditions

	Study Intersections	Weekday AM Peak Hour		Weekday PM Peak Hour	
		V/C Ratio	LOS	V/C Ratio	LOS
1	Brooklyn Pl-Lorena St & Cesar Chavez Ave	0.563	A	0.918	E
2	Indiana St & Cesar Chavez Ave *	>100 sec.	F	>100 sec.	F
3	Rowan St & Cesar Chavez Ave	1.110	F	1.405	F
4	Gage Ave & Cesar Chavez Ave	1.112	F	1.451	F
5	Hazard Ave & Cesar Chavez Ave	0.858	D	1.242	F
6	Eastern Ave & Cesar Chavez Ave	0.745	C	0.964	E
7	Humphreys Ave & Cesar Chavez Ave	0.614	B	0.729	C
8	Ford Blvd & Cesar Chavez Ave	1.044	F	1.322	F
9	McDonnell Ave & Cesar Chavez Ave	0.678	B	0.791	C
10	Mednik Ave & Cesar Chavez Ave	0.659	B	0.926	E
11	Lorena St & 1st St	0.772	C	1.051	F
12	Indiana St & 1st St	1.091	F	1.688	F
13	Rowan St & 1st St	0.950	E	1.236	F
14	Gage Ave & 1st St	1.079	F	1.361	F
15	Sunol Dr & 1st St	0.787	C	0.964	E
16	Eastern Ave & 1st St	1.118	F	1.335	F
17	Mednik Ave & 1st St	0.747	C	0.939	E
18	Lorena St & 4th St	0.449	A	0.847	D
19	Indiana St & 3rd St	1.023	F	1.444	F
20	Rowan St & 3rd St	1.080	F	1.596	F
21	Gage Ave & 3rd St	1.401	F	1.789	F
22	SR-60 WB on/off Ramps & 3rd St	1.205	F	1.609	F
23	Downey Rd & 3rd St	1.085	F	1.581	F
24	Downey Rd & SR 60 EB Off Ramp *	20.8	C	>100 sec.	F
25	Eastern Ave & 3rd St	1.341	F	2.030	F
26	Ford Blvd & 3rd St	1.411	F	2.001	F
27	McDonnell Ave & 3rd St	0.960	E	1.733	F
28	Mednik Ave & 3rd St	1.345	F	1.924	F
29	La Verne Ave & 3rd St	0.954	E	0.985	E
30	Beverly Blvd-Woods Ave & 3rd St	65.0	F	>100 sec.	N/A
31	Atlantic Blvd & 3rd St	1.205	F	1.518	F
32	Atlantic Blvd & Beverly Blvd	0.873	D	1.326	F
33	Hillview Ave & Beverly Blvd	0.594	A	0.851	D
34	Downey Rd & Whittier Blvd	0.763	C	1.232	F
35	Eastern Ave & Whittier Blvd	0.850	D	1.174	F
36	Arizona Ave & Whittier Blvd	0.658	B	1.283	F

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** Unsignalized intersection. LOS is determined by average delay in seconds of approaching vehicles.*

With the intensities of development under the proposed Land Use Plan, the data within Table 8 indicates that 31 of the 36 study intersections would operate at poor LOS values of E or F during the peak hours, and 26 of these intersections would operate at deficient LOS F. The following intersections would worsen to or within LOS E or F due to the proposed Specific Plan Land Use:

- Indiana St & Cesar Chavez Ave – Worsening from LOS D to F in the a.m. peak hour and within LOS F in the p.m. peak hour
- Rowan St & Cesar Chavez Ave – Worsening from LOS D to F in both the a.m. and p.m. peak hours
- Gage Ave & Cesar Chavez Ave – Worsening from LOS D to F in the a.m. peak hour and from LOS C to F in the p.m. peak hour
- Gage Ave & Cesar Chavez Ave – Worsening from LOS D to F in the a.m. peak hour and from LOS C to F in the p.m. peak hour
- Hazard Ave & Cesar Chavez Ave – Worsening from LOS A to D in the a.m. peak hour and from LOS A to F in the p.m. peak hour
- Eastern Ave & Cesar Chavez Ave – Worsening from LOS A to E in the p.m. peak hour
- Ford Blvd & Cesar Chavez Ave - Worsening from LOS D to F in the a.m. peak hour and from LOS C to F in the p.m. peak hour
- Mednik Ave & Cesar Chavez Ave – Worsening from LOS A to E in the p.m. peak hour
- Lorena St & 1st St – Worsening from LOS B to F in the p.m. peak hour
- Indiana St & 1st St – Worsening from LOS D to F in both the a.m. and p.m. peak hours
- Rowan St & 1st St - Worsening from LOS A to E in the a.m. peak hour and from LOS A to F in the p.m. peak hour
- Gage Ave & 1st St – Worsening from LOS B to F in both the a.m. and p.m. peak hours
- Sunol Dr & 1st St – Worsening from A to E in the p.m. peak hour
- Eastern Ave & 1st St – Worsening from LOS B to F in the a.m. peak hour and from LOS A to F in the p.m. peak hour
- Mednik Ave & 1st St – Worsening from B to E in the p.m. peak hour
- Indiana St & 3rd St – Worsening from LOS C to F in both the a.m. and p.m. peak hours
- Rowan St & 3rd St - Worsening from LOS B to F in both the a.m. and p.m. peak hours
- Gage Ave & 3rd St – Worsening from LOS E to F in the a.m. peak hour and from LOS C to F in the p.m. peak hour
- SR-60 WB On/Off Ramps & 3rd St – Worsening from LOS C to F in both the a.m. and p.m. peak hours
- Downey Rd & 3rd St – Worsening from LOS C to F in both the a.m. and p.m. peak hours
- Downey Rd & SR-60 EB Off Ramp – Worsening from E to F in the p.m. peak hour
- Eastern Ave & 3rd St – Worsening from LOS D to F in the a.m. peak hour and within LOS F in the p.m. peak hour
- Ford Blvd & 3rd St – Worsening from LOS E to F in the a.m. peak hour and within LOS F in the p.m. peak hour
- McDonnell Ave & 3rd St – Worsening from LOS A to E in the a.m. peak hour and from LOS B to F in the p.m. peak hour
- Mednik Ave & 3rd St – Worsening from LOS E to F in both the a.m. and p.m. peak hours
- La Verne Ave & 3rd St – Worsening from LOS B to E in the a.m. peak hour and from LOS A to E in the p.m. peak hour
- Beverly Blvd-Woods Ave & 3rd St – Worsening from LOS C to E in the a.m. peak hour and from LOS C to F in the p.m. peak hour

- Atlantic Blvd & 3rd St – Worsening from LOS C to F in both the a.m. and p.m. peak hours
- Atlantic Blvd & Beverly Blvd – Worsening from LOS D to F in the p.m. peak hour
- Downey Rd & Whittier Blvd – Worsening from LOS D to F in the p.m. peak hour
- Eastern Ave & Whittier Blvd – Worsening from LOS D to F in the p.m. peak hour
- Arizona Ave & Whittier Blvd – Worsening from LOS D to F in the p.m. peak hour

The number of study intersections operating at LOS E or F during peak hours would increase due to the proposed Land Use Plan, over future baseline conditions without the Plan, due to planned changes in permitted development intensity.

Each of these study intersections that would operate at LOS E or F during this scenario is on a major arterial, or on a freeway interchange, or is unsignalized intersection with large delays for vehicles approaching from the minor/controlled roadway. Worsening of operations would be caused by the Specific Plan at many intersections along commercial corridors of the Specific plan area.

The a.m. peak-hour turning movement volumes at the study intersections for the analyzed scenario are provided on Figure 12A (north intersections) and Figure 12B (south intersections). The p.m. peak-hour turning movement volumes are provided on Figure 13A (north intersections) and Figure 32 (south intersections). Figure 13B illustrates the peak-hour level of service values at the study intersections.

The level-of-service worksheets for this scenario are provided in Appendix E of this report.

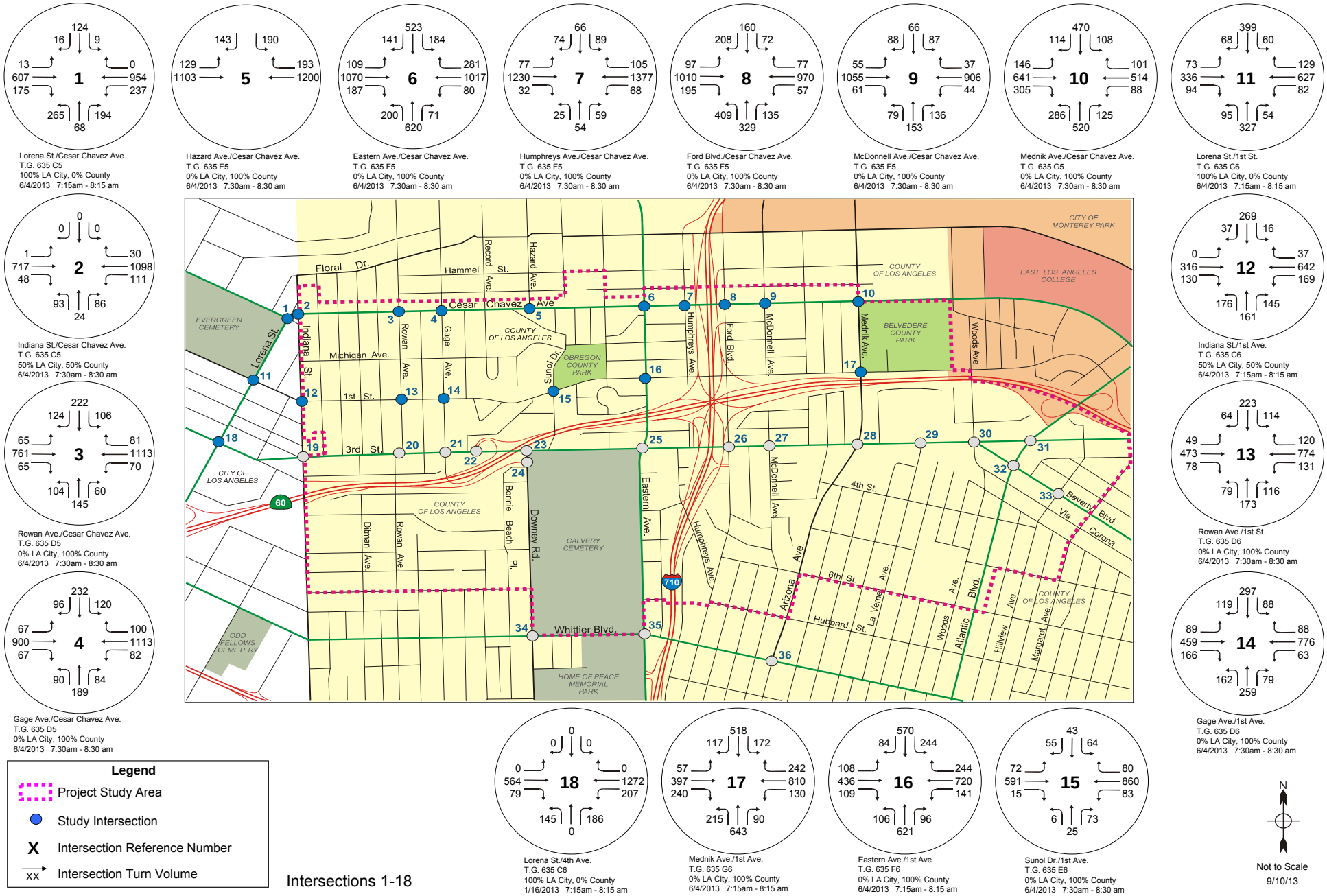

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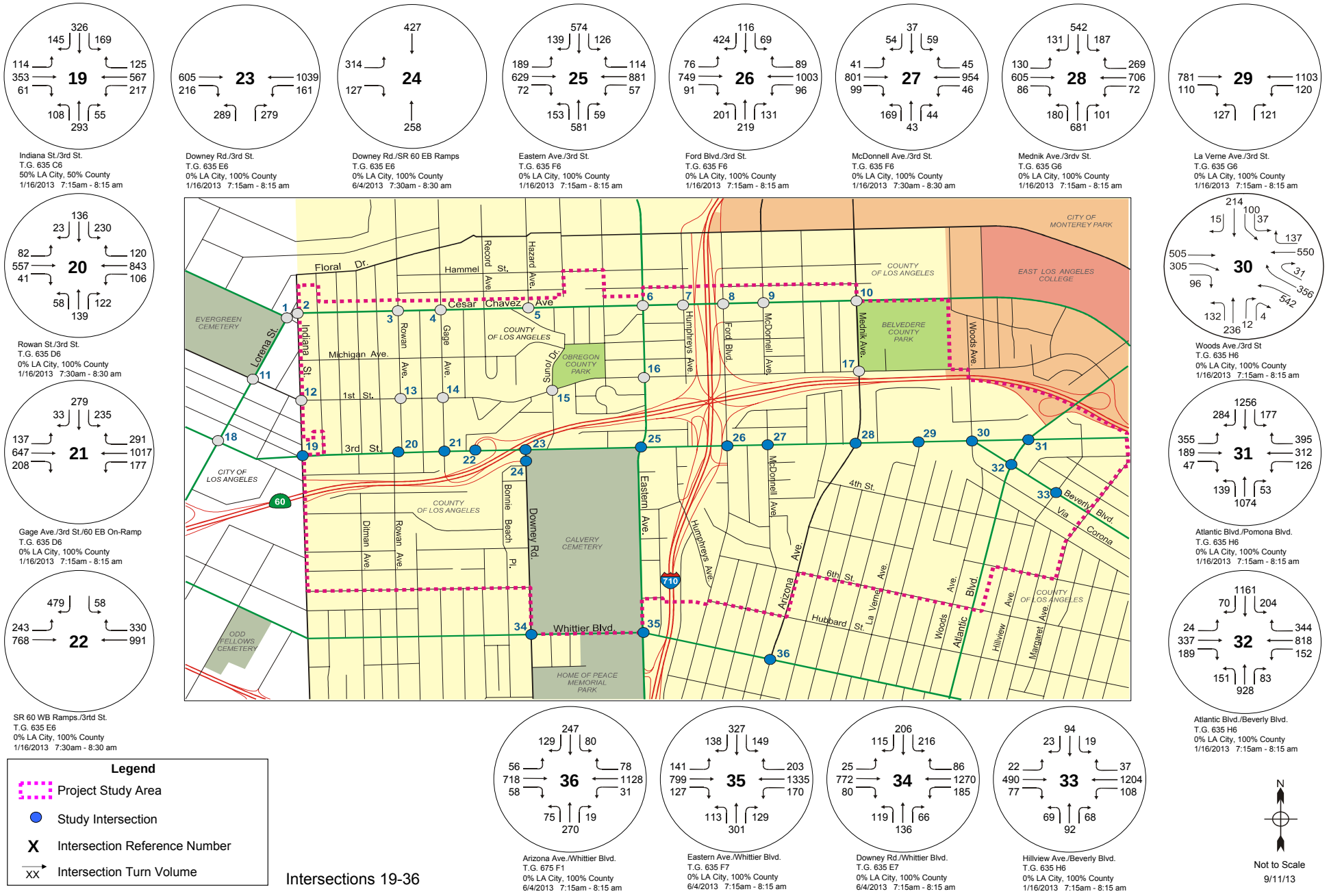
Figure 12A

Future With Project AM Peak Hour Turn Volumes - North



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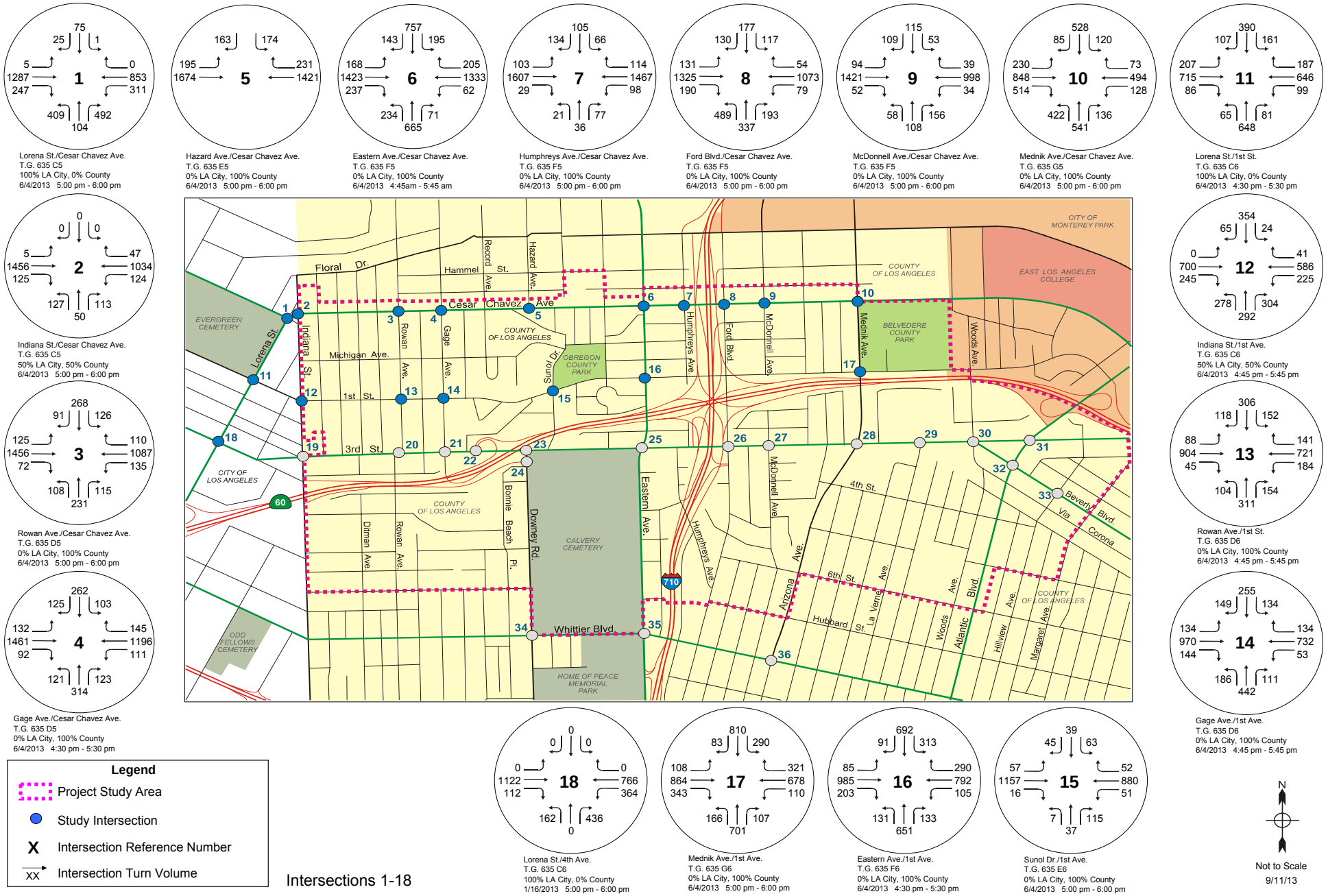
East Los Angeles Specific Plan - Traffic Impact Study

Figure 12B

Future With Project AM Peak Hour Turn Volumes - South



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East Los Angeles Specific Plan - Traffic Impact Study

Figure 13A

Future With Project PM Peak Hour Turn Volumes - North

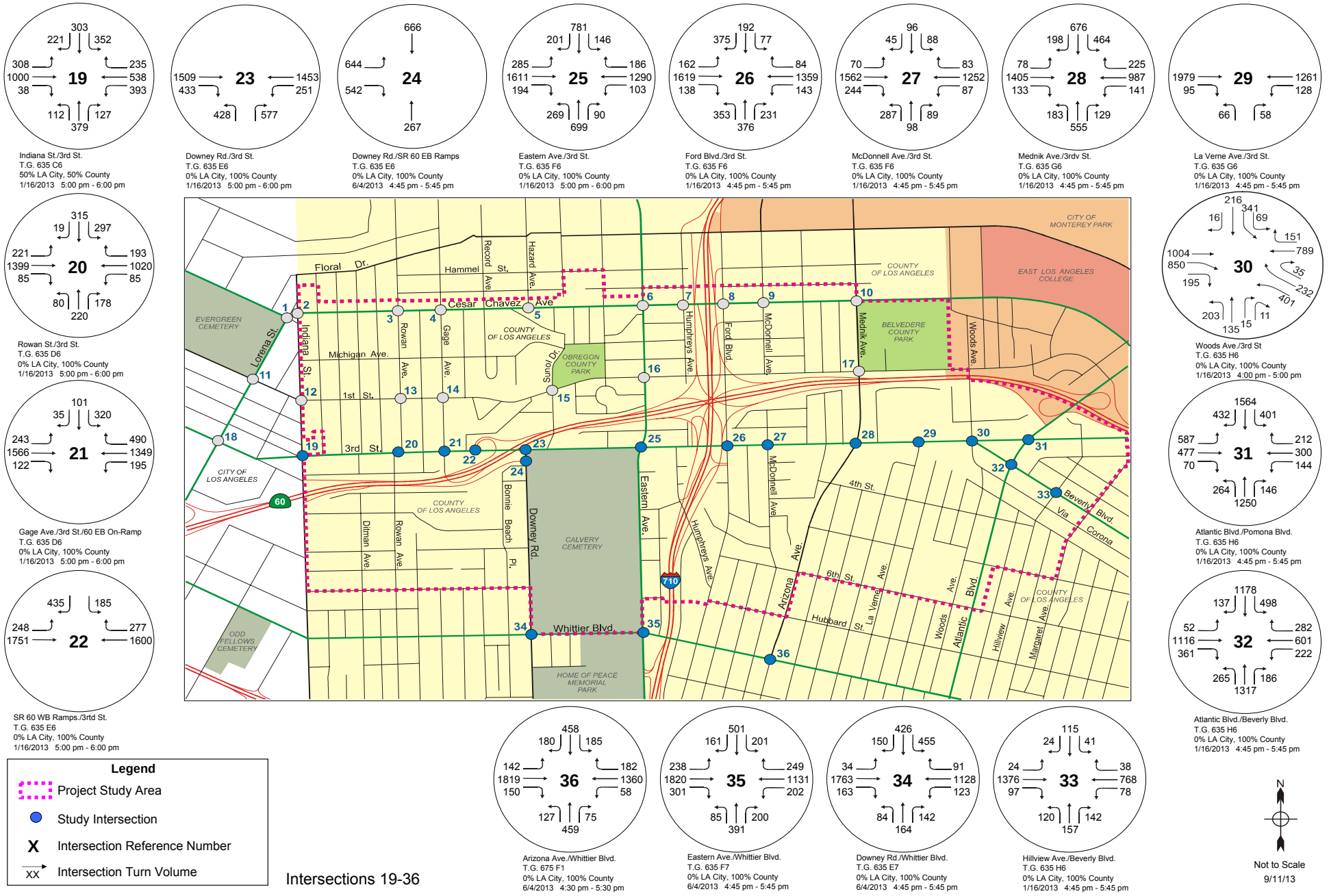

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Figure 13B

Future With Project PM Peak Hour Turn Volumes - South

6. Program Impacts and Mitigation Measures

This section evaluates the impact of incremental traffic growth between the future pre-Project (baseline) and future post-Project (with proposed Specific Plan) scenarios. To ensure that adequate mobility is maintained within a Specific Plan or General Plan project area, locations are typically identified for potential improvements, where cumulative impacts of future land use changes would occur over the timespan of the plan.

These improvements would then be implemented as new development occurs, as they become justified and are physically and financially feasible within the scope of individual projects.

This report section provides a discussion of significant impacts at the program level (all potential future land use changes under the Specific Plan) at the study intersections, and a framework for implementation of program-level mitigation measures to be implemented over multiple years that would mitigate the identified significant traffic impacts.

A. Significant Impact Standards

A significant impact is normally defined when new vehicle trips generated by a specific project or groups of projects would cause level of service values, volume-to-capacity ratios, or other measured variables to deteriorate below a minimum acceptable threshold or increase by a set maximum amount. These thresholds and maximums are specified by the local agency.

The performance standards used to evaluate traffic volumes and design capacities on the study area roadway system were based on peak-hour operations of the analyzed study intersections.

The evaluation of traffic impacts was based on the jurisdictional location of each study intersection. Significant traffic impact guidelines of the County of Los Angeles and the City of Los Angeles are documented below. Intersections on the boundary of or within the City were analyzed using the City guidelines. These intersections are located on the west end of the Specific Plan study area.

County of Los Angeles

The County of Los Angeles Department of Public Works has established specific thresholds for Project-related increases in the volume-to-capacity ratio (V/C) of study intersections. The following increases in peak hour V/C ratios are considered significant impacts:

Level of Service	Pre-Project V/C*	Project Related v/c increase
A/B	0.00 to 0.70	Causing V/C to increase to 0.75 or worse
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

** Pre-project V/C is based on future volumes with ambient growth only.*

City of Los Angeles

The City of Los Angeles Department of Transportation (LADOT) has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of study intersections. The following increases in peak-hour V/C ratios are considered significant impacts:

Level of Service	Final V/C*	Project Related v/c increase
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

Note: Final V/C is the V/C ratio, considering impacts from the project, ambient growth and cumulative projects.

Mitigation measures are also required, based on the County CMP guidelines, if approval and construction of a project will result in significantly worsened operations within the Level of Service value of F.

Mitigation measures for an area plan should also be considered when traffic conditions are forecasted to decline to levels of service that are defined as deficient by the local agency. Any worsening of operations at a study intersection to LOS E (nearing capacity) or LOS F (at or over capacity) was also considered to be significant for purposes of this traffic analysis.

Qualification of these significance standards, for locations within the County of Los Angeles, is provided by the Public Review Draft of the 2014 Los Angeles County General Plan. The circulated document has specific guidance on mitigation at poor levels of service that has been considered within this document. The General plan is not yet adopted by the County, but the goals and policies within that document have served to guide the conclusions of this document.

The draft general plan policies support alternatives modes of transportation, a quality walking environment, investments in transit, and specifically for proposed policy M4.7 states the following: "Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation."

The Public Review Draft of the General Plan also states in Policy M4.6: "Support alternative LOS standards that account for a multimodal transportation system", allowing for incorporation of all major travel modes into future traffic analyses undertaken for development projects within the Specific Plan area.

B. Significant Traffic Impact Determinations

The determination of significant impacts of the proposed Specific Plan land uses at the study intersections, by the future analysis year of 2035, is summarized within Table 9.

Out of the total of 36 study intersections, operations at the following number of intersections would worsen to or within deficient LOS values of E or F, due to anticipated new trips that would be

generated by the proposed maximum land uses allowed under the proposed Land Use Plan:

- In the AM peak hour – 20 intersections
- In the PM peak hour – 33 intersections
- In either the AM or PM peak hour – 33 intersections

All of the significantly-impacted study intersections would have impacts within the PM peak hour.

The recommended mitigation measures and their estimated effect on LOS values are summarized in Table 10 (a.m. peak) and Table 11 (p.m. peak). Mitigations and related improvements in LOS are listed within each table. Residual impacts that would be continue to significant and unavoidable were identified for the analyzed locations.

Table 9 – Significant Study Area Traffic Impacts

	Study Intersections	Peak Hour	Existing 2013 Conditions		Future 2035 Pre-Project Conditions		Future 2035 Post-Project Conditions		Change in V/C Ratio	Signif Impact?
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
1	Brooklyn Pl- Lorena St & Cesar Chavez Ave ***	AM	0.347	A	0.424	A	0.563	A	0.139	No
		PM	0.475	A	0.575	A	0.918	**E**	0.343	**YES**
2	Indiana St & Cesar Chavez Ave *	AM	19.3	C	17.7	D	>100 sec.	**F**	#	**YES**
		PM	35.3	**E**	78.5	**F**	>100 sec.	**F**	#	**YES**
3	Rowan St & Cesar Chavez Ave	AM	0.837	D	0.882	D	1.110	**F**	0.228	**YES**
		PM	0.836	D	0.881	D	1.405	**F**	0.524	**YES**
4	Gage Ave & Cesar Chavez Ave	AM	0.806	D	0.845	D	1.112	**F**	0.267	**YES**
		PM	0.756	C	0.787	C	1.451	**F**	0.664	**YES**
5	Hazard Ave & Cesar Chavez Ave	AM	0.558	A	0.555	A	0.858	D	0.303	No
		PM	0.488	A	0.472	A	1.242	**F**	0.770	**YES**
6	Eastern Ave & Cesar Chavez Ave	AM	0.575	A	0.575	A	0.745	C	0.170	No
		PM	0.534	A	0.526	A	0.964	**E**	0.438	**YES**
7	Humphreys Ave & Cesar Chavez Ave	AM	0.458	A	0.437	A	0.614	B	0.177	No
		PM	0.333	A	0.282	A	0.729	C	0.447	No
8	Ford Blvd & Cesar Chavez Ave	AM	0.779	C	0.814	D	1.044	**F**	0.230	**YES**
		PM	0.708	C	0.731	C	1.322	**F**	0.591	**YES**
9	McDonnell Ave & Cesar Chavez Ave	AM	0.531	A	0.522	A	0.678	B	0.156	No
		PM	0.445	A	0.422	A	0.791	C	0.369	No
10	Mednik Ave & Cesar Chavez Ave	AM	0.484	A	0.468	A	0.659	B	0.191	No
		PM	0.517	A	0.506	A	0.926	**E**	0.420	**YES**
11	Lorena St & 1st St ***	AM	0.553	A	0.640	B	0.772	C	0.132	**YES**
		PM	0.597	A	0.692	B	1.051	**F**	0.359	**YES**
12	Indiana St & 1st St ***	AM	0.715	C	0.813	D	1.091	**F**	0.278	**YES**
		PM	0.769	C	0.876	D	1.688	**F**	0.812	**YES**
13	Rowan St & 1st St	AM	0.440	A	0.516	A	0.950	**E**	0.434	No
		PM	0.387	A	0.454	A	1.236	**F**	0.782	**YES**
14	Gage Ave & 1st St	AM	0.528	A	0.619	B	1.079	**F**	0.460	No
		PM	0.513	A	0.601	B	1.361	**F**	0.760	**YES**
15	Sunol Dr & 1st St	AM	0.339	A	0.397	A	0.787	C	0.390	No
		PM	0.311	A	0.365	A	0.964	**E**	0.599	**YES**
16	Eastern Ave & 1st St	AM	0.558	A	0.655	B	1.118	**F**	0.463	**YES**
		PM	0.511	A	0.599	A	1.335	**F**	0.736	**YES**
17	Mednik Ave & 1st St	AM	0.514	A	0.604	B	0.747	C	0.143	No
		PM	0.554	A	0.650	B	0.939	**E**	0.289	**YES**
18	Lorena St & 4th St ***	AM	0.317	A	0.389	A	0.449	A	0.060	No
		PM	0.322	A	0.395	A	0.847	D	0.452	**YES**

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** The HCM unsignalized methodology was applied to these locations, with LOS determined by the average delay output in seconds per approaching vehicle.*

*** HCM signalized methodology, using Synchro program for five-legged intersection.*

**** Intersection is located within City of Los Angeles, or on City/County border. Impact standards based on LADOT Traffic Study Guidelines. V/C values at here were reduced by 1.00, based on City plan to provide ATSAC/ATCS signal synchronization technology at all signalized intersections by the year 2016.*

 # Significance of impacts at the unsignalized intersections, and the five-legged signalized intersection was determined by worsening to or within LOS E or F, and additional signal warrant informaton was considered for the unsignalized locations.

Table 9 – Significant Study Area Traffic Impacts (continued)

	Study Intersections	Peak Hour	Existing 2013 Conditions		Future 2035 Pre-Project Conditions		Future 2035 Post-Project Conditions		Change in V/C Ratio	Signif Impact?
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
19	Indiana St & 3rd St ***	AM	0.656	B	0.744	C	1.023	**F**	0.279	**YES**
		PM	0.690	B	0.783	C	1.444	**F**	0.661	**YES**
20	Rowan St & 3rd St	AM	0.537	A	0.630	B	1.080	**F**	0.450	No
		PM	0.571	A	0.670	B	1.596	**F**	0.926	**YES**
21	Gage Ave & 3rd St	AM	0.794	C	0.932	**E**	1.401	**F**	0.469	**YES**
		PM	0.644	B	0.756	C	1.789	**F**	1.033	**YES**
22	SR-60 WB On/Off Ramps & 3rd St	AM	0.653	B	0.766	C	1.205	**F**	0.439	**YES**
		PM	0.630	B	0.739	C	1.609	**F**	0.870	**YES**
23	Downey Rd & 3rd St	AM	0.622	B	0.704	C	1.085	**F**	0.381	**YES**
		PM	0.764	C	0.871	D	1.581	**F**	0.710	**YES**
24	Downey Rd & SR-60 EB Off Ramp *	AM	11.6	B	12.7	B	20.8	C	#	**YES**
		PM	22.2	C	45.2	**E**	>100 sec.	**F**	#	**YES**
25	Eastern Ave & 3rd St	AM	0.775	C	0.883	D	1.341	**F**	0.458	**YES**
		PM	0.943	E	1.081	**F**	2.030	**F**	0.949	**YES**
26	Ford Blvd & 3rd St	AM	0.697	B	0.969	**E**	1.411	**F**	0.442	**YES**
		PM	0.779	C	1.067	**F**	2.001	**F**	0.934	**YES**
27	McDonnell Ave & 3rd St	AM	0.424	A	0.500	A	0.960	**E**	0.460	**YES**
		PM	0.513	A	0.605	B	1.733	**F**	1.128	**YES**
28	Mednik Ave & 3rd St	AM	0.692	B	0.967	**E**	1.345	**F**	0.378	**YES**
		PM	0.710	C	0.987	**E**	1.924	**F**	0.937	**YES**
29	La Verne Ave & 3rd St	AM	0.540	A	0.641	B	0.954	**E**	0.313	**YES**
		PM	0.386	A	0.460	A	0.985	**E**	0.525	**YES**
30	Beverly Blvd-Woods Ave & 3rd St **	AM	23.3	C	37.2	C	65.0	**E**	#	**YES**
		PM	23.3	C	35.2	C	>100 sec.	**F**	#	**YES**
31	Atlantic Blvd & 3rd St	AM	0.683	B	0.711	C	1.205	**F**	0.494	**YES**
		PM	0.692	B	0.716	C	1.518	**F**	0.802	**YES**
32	Atlantic Blvd & Beverly Blvd	AM	0.696	B	0.716	C	0.873	D	0.157	**YES**
		PM	0.848	D	0.897	D	1.326	**F**	0.429	**YES**
33	Hillview Ave & Beverly Blvd	AM	0.441	A	0.520	A	0.594	A	0.074	No
		PM	0.554	A	0.656	B	0.851	D	0.195	No
34	Downey Rd & Whittier Blvd	AM	0.515	A	0.606	B	0.763	C	0.157	No
		PM	0.675	B	0.794	C	1.232	**F**	0.438	**YES**
35	Eastern Ave & Whittier Blvd	AM	0.594	A	0.697	B	0.850	D	0.153	No
		PM	0.670	B	0.791	C	1.174	**F**	0.383	**YES**
36	Arizona Ave & Whittier Blvd	AM	0.391	A	0.459	A	0.658	B	0.199	No
		PM	0.650	B	0.764	C	1.283	**F**	0.519	**YES**

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** The HCM unsignalized methodology was applied to these locations, with LOS determined by the average delay output in seconds per approaching vehicle.*

*** HCM signalized methodology, using Synchro program for five-legged intersection.*

**** Intersection is located within City of Los Angeles, or on City/County border. Impact standards based on LADOT Traffic Study Guidelines. V/C values at here were reduced by 1.00, based on City plan to provide ATSAC/ATCS signal synchronization technology at all signalized intersections by the year 2016.*

 # Significance of impacts at the unsignalized intersections, and the five-legged signalized intersection was determined by worsening to or within LOS E or F, and additional signal warrant informaton was considered for the unsignalized locations.

C. Significant Traffic Impacts – Supplement County Thresholds Analysis

A supplemental analysis was undertaken for study intersections located on the jurisdictional border of the City of Los Angeles and the County of Los Angeles. The previous sub-section of this report analyzed impacts at most study intersections using County impact standards. For those intersections within the City or on the City/County border, however, impacts were analyzed using City guidelines as they represent a more conservative look at impacts (using post-project LOS as one determinant of significance).

Table 10 provides an analysis of study intersections located on the City/County border, using County significant impact guidelines. Significance under City or County guidelines is the same for these locations, as worsening of operations to or within LOS values of E or F was also considered to be significant for this analysis.

Table 10 – Significant Study Area Traffic Impacts – Supplemental Analysis

Study Intersections		Peak Hour	Existing 2013 Conditions		Future 2035 Growth Only		Future 2035 Cumulative Projects		Change in V/C Ratio	Signif Impact?
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
2	Indiana St & Cesar Chavez Ave *	AM	19.3	C	17.7	D	>100 sec.	**F**	#	**YES**
		PM	35.3	**E**	78.5	**F**	>100 sec.	**F**	#	**YES**
12	Indiana St & 1st St	AM	0.715	C	0.813	D	1.091	**F**	0.278	**YES**
		PM	0.769	C	0.876	D	1.688	**F**	0.812	**YES**
19	Indiana St & 3rd St	AM	0.656	B	0.744	C	1.023	**F**	0.279	**YES**
		PM	0.690	B	0.783	C	1.444	**F**	0.661	**YES**

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** HCM Unsignalized Methodology*

 # Unsignalized study intersections were analyzed using HCM and the average delay output, in seconds, per approaching vehicle . Significance was determined by worsening to or within LOS E or F, and additional signal warrant informaton was considered for the unsignalized locations.

Identified mitigation measures for Specific Plan significant impacts are provided in Table 11. . Feasible mitigation measures that physically add capacity to the study intersections were not identified. The number of mitigated intersections, therefore, was limited to the two significantly-impacted unsignalized study intersections.

Residual impacts of the Specific Plan would remain. Methods to fill this gap in identified mitigation measures are discussed after the table.

Table 11 – Recommended Study Intersection Mitigation Measures and Effects –

	Study Intersections	Peak Hour	Future 2035 Pre-Project Conditions		Future 2035 Post-Project Conditions		Change in V/C Ratio	Signif Impact?	Recommended Mitigation Measures	Future 2035 Post-Project 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

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 informaton was considered for the unsignalized locations.

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.

Figure 14 illustrates the locations of the significantly-impacted study intersections.

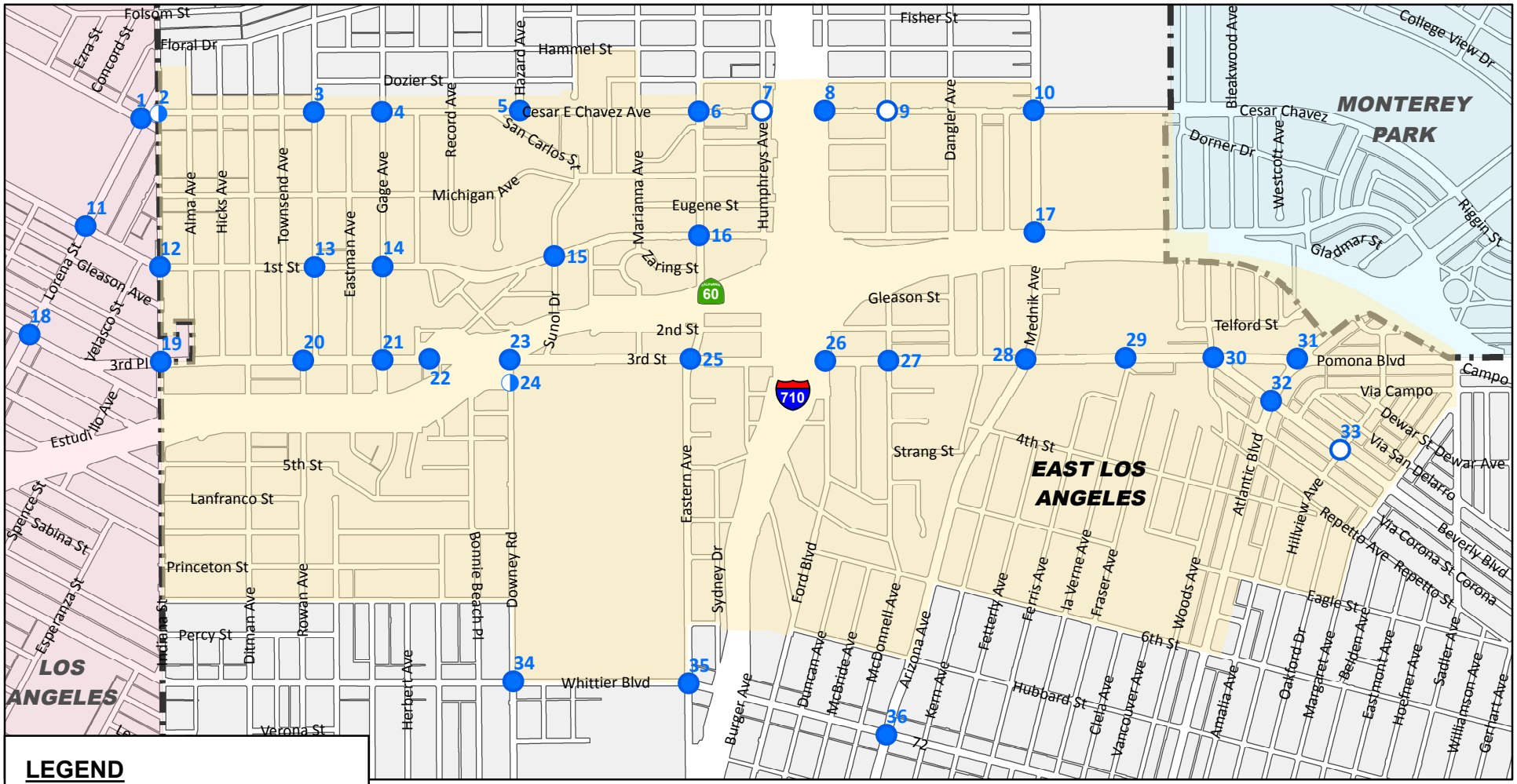
Alternative Mitigation

For the residual impacts, physical mitigation measures (adding through lanes on arterials, adding additional lanes to north-south roadways, adding turn lanes) were not considered feasible within the scope of the proposed Land Use Plan. Such measures could compromise the ability to develop small commercial parcels by requiring additional land to be provided for public right-of-way.

It is recommended that the Department of Regional Planning and the Department of Public Works provide for broader latitude of traffic study mitigation measures for the Specific Plan area, than those currently allowed under the current traffic impact study guidelines. Developments that meet current thresholds for requiring traffic study submittals as part of entitlements should be analyzed against multiple thresholds that incorporate vehicle trips impacts, pedestrian and bicycle travel quality impacts, and in some cases transit service quality impacts as well. The latter should be considered for larger projects on major transit corridors where stops/stations for Bus Rapid Transit or light rail transit services are within a one-quarter of a mile walking distance.

The following travel modes should be considered, to allow for more flexibility in the types of mitigation measures that could be applied as traffic mitigation:

- Pedestrian LOS: Based on sensitivity to motor vehicle speed/volume, outside lane width, sidewalk width, parking occupancy, street tree spacing, travel speed and sidewalk space
- Bicycle LOS: Based on travel speeds, roadway link quality intersection delays
- Transit LOS: Service quality for passengers (wait/ride time), changes in speed/capacity, technological changes (vehicles, fare collection, etc.)



LEGEND

- Study Area
- East Los Angeles Boundary

Significant Impacts

- No Impacts
- Significant but Mitigated
- Significance Remains

N

0 0.25 0.5 Miles

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Figure 14

Significant Impact Locations and Residual Impacts

D. Mitigation Relationship to Other Plans, Transit Systems

This section discussed other travel mode improvements within and near to the Specific Plan area, and how future development mitigation measures could complement or directly support the related plans and project implementation efforts.

Metro Gold Line Light Rail

The Metro Gold Line Eastside Extension from Union Station to East Los Angeles opened in 2009. A planned extension of the Metro Gold Line further to the east, with a new terminus at either El Monte Station or Uptown Whittier, is currently under study.

The completion of the first phase of the Eastside Extension to Atlantic Boulevard in East Los Angeles has provided new opportunities for study area residents and employees to make local and regional trips via transit. For discretionary riders (those that own vehicles but choose to take transit for specific trips), new trips on the existing Gold Line and the pending extension that are diverted from personal vehicles will help to reduce demand on the roadway system.

This new transit service, and other incremental transit service improvements into the future, will provide new trip mode choices and will offset some of the new demand for vehicle trips generated by the intensification of land uses over time within East Los Angeles and the surrounding areas. Future traffic counts may show this trend in some areas near the Gold Line stations within the Specific Plan area. Future development can also support the light rail extension by providing for related bus transit stop improvements and pedestrian connections, beyond those implemented directly by Metro.

El Sol Shuttle Bus

The El Sol Shuttle, or East Los Angeles Shuttle, operates within a bi-directional loop route within the East Los Angeles community, linking to a timed transfer point at the East Los Angeles Civic Center where all three shuttle lines meet. The Shuttle does not provide direct routes along each of the major area roadway corridors, but is made to serve multiple points on a highly-differentiated route, with the drawback of operating at an overall lower travel speed than a direct route would

Metro local bus transit routes do serve direct routes on Cesar Chavez Avenue, 1st Street, and Whittier Boulevard (a Rapid Bus line), providing these more direct connections within the area. Future improvements to, or new lines, within the El Sol service route network, could provide lower-fare local trips between local points at faster travel times. A funding mechanism for new transit capital and operating expansions, if provided for, could be a source of mitigation for future development.

Metro Gold Line Eastside Access Project

Within close vicinity of station sites at the west end of the Specific Plan area, Metro is beginning implementation of the Eastside Access Project, improving pedestrian, bicycle, and connecting transit linkages. Metro and the City of Los Angeles are partners on this project to improve pedestrian and bicycle access around four of the Eastside station areas, including Indiana Station that is located on the western border of the Specific Plan area.

Future development projects could build upon these improvements, extending the improved pedestrian

networks, or providing the same improvements at other stations further to the east.

Bicycle Network Implementation

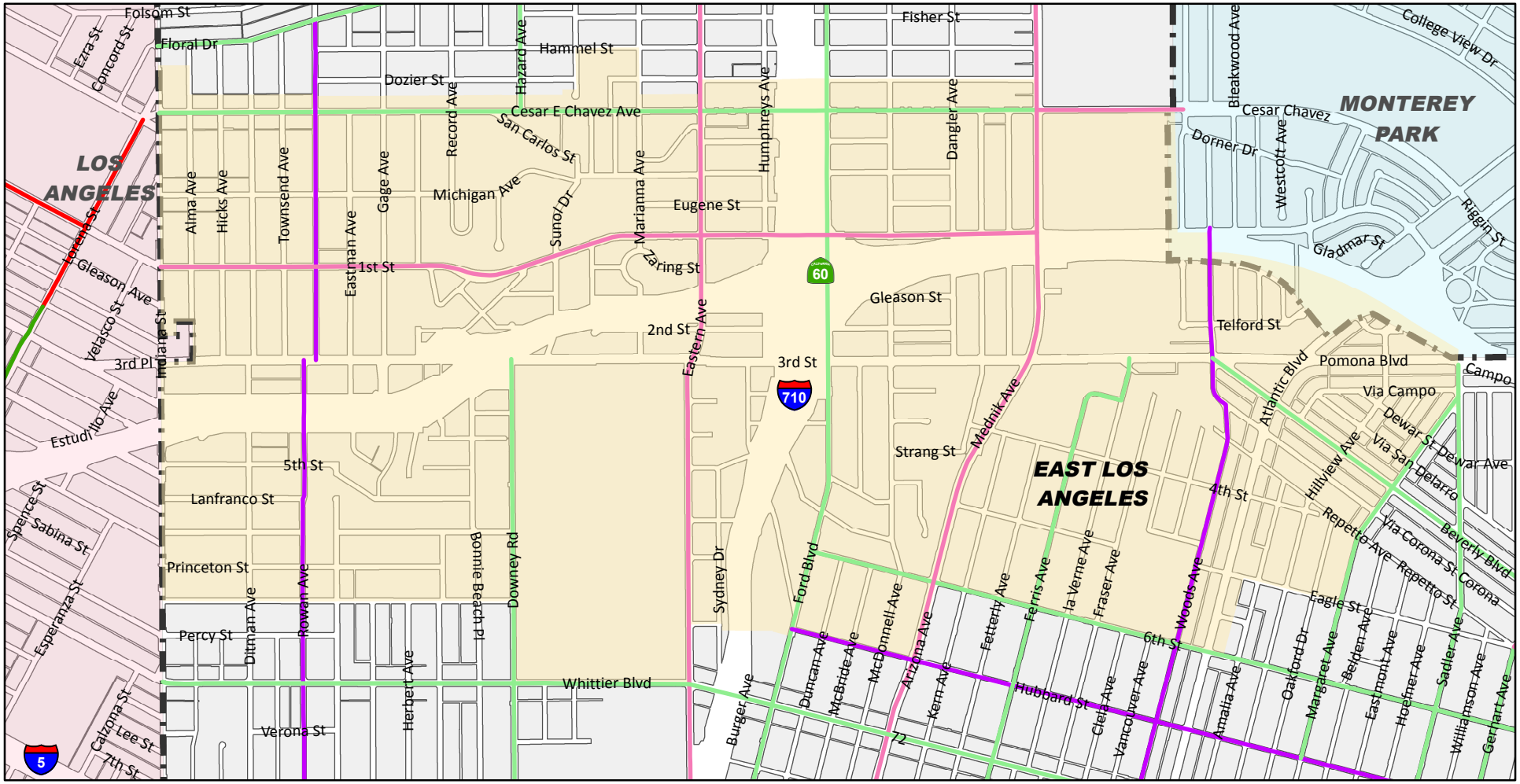
Implementation of the planned bicycle facility network within East Los Angeles, with expanding linkages to existing facilities such as the 1st Street east-west bicycle lane (connecting to downtown Los Angeles with a western segment as a bike boulevard), will also help to provide another mode choice for local and sub-regional trips. An increasing number of trips made by bicycle, as the local network expands and matures, will offset vehicle trips on the local roadway network.

Future roadway improvements will need to consider Complete Streets concepts, and provide new bicycle facilities as they are physically feasible. The proposed County bicycle facilities for the area include bicycle lanes on 1st Street between Indiana Street and the Arizona Avenue/Mednik Avenue corridor, on Eastern Avenue to the north of Olympic Boulevard, on Arizona Avenue/Mednik Avenue between Olympic Boulevard and Floral Drive, and on Cesar E. Chavez Avenue within the Civic Center area. Bike Boulevards (shared-lane facilities) are also proposed on Rowan Avenue and Woods Avenue.

Existing and proposed bicycle facilities within the study area are illustrated on Figure 153.

Future project mitigation measures can assist in implementing these facilities, and improving the future network such as completing the gap in planned facilities between the existing City and planned County facilities on 1st Street, west of Indiana Street.

Mitigation measures for new projects can complement or add to previous modal travel improvements in the area, or directly support planned projects and plans.



LEGEND

Study Area

East Los Angeles Boundary

Existing Bikeways

Bike Lane

Bike Route

County Planned Bikeways

Bike Lane

Bike Route

Bike Boulevard

N

0 0.25 0.5 Miles

KOA CORPORATION
PLANNING & ENGINEERING

East LA 3rd Street Specific Plan EIR

Figure 15

Existing and Proposed Study Area Bicycle Facilities

E. Freeway Interchange Ramp and Mainline Operations

Potential freeway facility impacts were also considered per Caltrans traffic study guidelines. Existing volumes were compiled from Caltrans data, via AADT (Average Annual Daily Traffic) data reports from 2012. The year 2012 is the most recent available data summarized by Caltrans.

The volumes for this analysis are indicated by bold text under the "Back Peak Hour" and "Ahead Peak Hour" headings in Table 13 (for the SR-60 facility) and in Table 14 (for the I-710 facility).

The "back" and "ahead" labels refer to the direction on the freeway facility from the analyzed location. Per Caltrans definitions for data collection and analysis, the following definitions apply, in relation to the overall facility direction of travel within the region:

- SR-60 facility – Back volumes are further west and Ahead volumes are further east
- I-710 facility – Back volumes are further south and Ahead volumes are further north

Table 12 – Caltrans Volume Data for SR-60 in Vicinity of Project

Rte	Post Mile	Location	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak month	Ahead AADT
60	1.475	LOS ANGELES, LORENA STREET	12900	197000	189000	13100	199000	192000
60	1.936	LOS ANGELES, INDIANA STREET	13100	199000	192000	14400	214000	205000
60	2.592	THIRD STREET/DOWNEY ROAD	14400	214000	205000	14200	218000	210000
60	3.27	JCT. RTE. 710	14200	218000	210000	16900	251000	243000
60	4.426	MONTEREY PARK, ATLANTIC BLVD	16900	251000	243000	16300	242000	235000

Table 13 –Caltrans Volume Data for I-710 in Vicinity of Project

Rte	Post Mile	Location	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak month	Ahead AADT
710	23.77	WHITTIER BOULEVARD	13600	180000	174000	15000	195000	189000
710	24.627	JCT. RTE. 60	15000	195000	189000	10200	131000	127000

Growth factors used within the primary traffic impact analysis were utilized here to increase the existing SR-60 volumes from the year 2011 to the area buildout-year of 2035. The buildout year for the regional traffic model is 2035, and Caltrans review of freeway facility impacts is usually the model buildout year.

The annual growth rate applied to the analysis of the study intersection was compounded for the 23-year period between existing year-2012 and future year-2035 conditions, with a resulting factor of 1.173. As the Caltrans base AADT volumes are from the year 2012, the growth factor applied to these volumes was adjusted to a 23-year period, with a resulting factor of 1.182.

The resulting buildout volume calculations for nearby mainline freeway segments – two on the SR-60 and two on the I-710 – were applied to the mainline operations analysis summarized within the next report sub-section.

Freeway Mainline Highway Capacity Manual Analysis

A freeway mainline level of service calculation was conducted, using the Highway Capacity Manual (HCM) methodology, which is defined for analysis by Caltrans traffic study guidelines. Caltrans-published mainline AADT volumes, peak hour factors, and directional proportion of flow, were all used as inputs.

Table 15 summarizes the results of this analysis, for mainline segments on the SR-60 facility at the north south ends of the Specific Plan area, and for mainline segments on the I-710 facility at the north and south ends.

Table 14 – SR-60 and I-710 Mainline Daily LOS Calculations

Freeway Mainline Location	Future 2035 Baseline Pre-Project Conditions			Future 2035 with Land Use Plan Conditions		
	Flow Rate (pc/h/ln)	Density (pc/mi/ln)	LOS	Flow Rate (pc/h/ln)	Density (pc/mi/ln)	LOS
SR-60, Back of Lorena	1,188	18.3	C	1,277	19.6	C
SR-60, Ahead of Atlantic	1,684	25.0	C	1,704	25.4	C
I-710, Ahead of SR-60 *	1,393	21.4	C	1,509	23.3	C
I-710, Back of Whittier Blvd	1,488	22.9	C	1,613	25.1	C

Note: density not reported when free-flow speed is computed to be low.

Project volumes were analyzed to the north of Floral, but AADT was applied as north of SR-60, to be conservative.

All freeway segments, under a planning-scenario analysis for daily volumes, operate at LOS C. Without local interchanges and weaving areas, the freeway travel lane capacity is adequate.

The Highway Capacity Software analysis worksheets for the freeway mainline analysis are provided in Appendix F.

Freeway Interchange Intersection Highway Capacity Manual Analysis

Table 16 provides a summary of HCM-based analysis, defined for analysis by Caltrans traffic study guidelines, that was conducted for the study intersections that are freeway interchange ramp intersections. This analysis was conducted by applying this analysis methodology to the analysis conducted for future year-2035 pre-Project and post-Project conditions.

The results indicate that all of the analyzed locations would worsen to LOS E or F during peak hours, using the applied operations methodology.

Table 15 – Freeway Ramp Intersection
Highway Capacity Manual Analysis

Freeway Ramp Study Intersections		Peak Hour	Future 2035 Pre-Project Conditions			Future 2035 Post-Project Conditions		
			HCM Delay	LOS	Off-Ramp Queue	HCM Delay	LOS	Queue
21	Gage Ave & 3rd St	AM	24.0 sec.	C	N/A	67.4 sec.	E	N/A
		PM	17.5 sec.	B	N/A	184.6 sec.	F	N/A
22	SR-60 WB On/Off Ramps & 3rd St	AM	23.1 sec.	C	510 ft.	35.8 sec.	D	830 ft.
		PM	26.2 sec.	C	565 ft.	11.7.1 sec.	F	1098 ft.
24	Downey Rd & SR-60 EB Off Ramp *	AM	12.7 sec.	B	33 ft.	20.8 sec.	C	90 ft.
		PM	45.2 sec.	E	380 ft.	>200 sec.	F	1625 ft.

V/C = Volume to Capacity Ratio, LOS = Level Of Service

Note: The HCM unsignalized methodology was applied at all three locations, with LOS determined by the average delay output in seconds per approaching vehicle.

** Queue length based on 95th percentile output from HCM calculations, based on vehicles, multipled by 25-foot on center distance.*

*** Analysis program did not determine LOS, due to overflow at upper limit within calcularions.*

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 p.m. 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 p.m. peak hour.

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 Land Use Plan.

The analysis worksheets for the HCM-based interchange ramp intersection analysis are provided in Appendix G.

7. Analysis of Land Use Alternatives

This section evaluates the significant traffic impacts of two alternative land use scenarios envisioned by the County for consideration during the Specific Plan implementation process.

The two land use alternatives are defined as follows.

- Alternative 2 – Changes in land use intensity would only occur within a one-half mile radius of the Metro Gold Line stations, and along the East Cesar E Chavez Avenue and 1st Street corridors within the Specific Plan area.
- Alternate 3 – All of the proposed area land use intensity changes within the Specific Plan area would be reduced by 50 percent.

An Alternative 1 land use scenario is used within the environmental documentation, and is a "no project" scenario. That alternative examines conditions in the future without any changes to the Specific Plan area land use plan or related regulations. For purposes of the traffic analysis, that scenario would be equal to conditions under the future pre-Project scenario.

The impact analysis results are provided in Table 17 (Alternative 2 analysis) and Table 18 (Alternative 3 analysis).

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 Ave/Cesar Chavez Ave - PM peak - no impacts remaining
- 6. Eastern Ave & Cesar Chavez Ave - PM peak - no impacts remaining
- 10. Mednik Ave/Cesar Chavez Ave - PM peak - no impacts remaining
- 13. Rowan St/1st St - PM peak - no impacts remaining
- 14. Gage Ave/1st St - PM peak - no impacts remaining
- 15. Sunol Dr/1st St - PM peak - no impacts remaining
- 17. Mednik Ave/1st St - PM peak - no impacts remaining
- 18. Lorena St/4th St - PM peak - no impacts remaining
- 20. Rowan St /3rd St - PM peak - no impacts remaining
- 27. McDonnell Ave/3rd St - AM and PM peak - no impacts remaining
- 29. La Verne Ave/3rd St - AM and PM peak - no impacts remaining

Impacts at 22 intersections would remain significant under Alternative 2. The unsignalized intersections of Indiana Street/Cesar Chavez Avenue and could be mitigated with signalization. 20 significant and

unavoidable impacts would then remain after implementation of those mitigation measures.

As compared to Alternative 2, the Alternative 3 land use plan would have one less significant impact, with a significant impact removed at the intersection of Downey Road/3rd Street.

Table 16 – Significant Study Area Traffic Impacts – Alternative 2

	Study Intersections	Peak Hour	Existing 2013 Conditions		Future 2035 Pre-Project Conditions		Post-Project-Alternative 2 Conditions		Change in V/C Ratio	Signif Impact?
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
1	Brooklyn Pl- Lorena St & Cesar Chavez Ave ***	AM	0.347	A	0.424	A	0.519	A	0.095	No
		PM	0.475	A	0.575	A	0.876	D	0.301	YES
2	Indiana St & Cesar Chavez Ave *	AM	19.3	C	17.7	D	>100 sec.	F	#	YES
		PM	35.3	E	78.5	F	>100 sec.	F	#	YES
3	Rowan St & Cesar Chavez Ave	AM	0.837	D	0.882	D	1.072	F	0.190	YES
		PM	0.836	D	0.881	D	1.278	F	0.397	YES
4	Gage Ave & Cesar Chavez Ave	AM	0.806	D	0.845	D	1.061	F	0.216	YES
		PM	0.756	C	0.787	C	1.301	F	0.514	YES
5	Hazard Ave & Cesar Chavez Ave	AM	0.558	A	0.555	A	0.805	D	0.250	No
		PM	0.488	A	0.472	A	1.110	F	0.638	No
6	Eastern Ave & Cesar Chavez Ave	AM	0.575	A	0.575	A	0.718	C	0.143	No
		PM	0.534	A	0.526	A	0.877	D	0.351	No
7	Humphreys Ave & Cesar Chavez Ave	AM	0.458	A	0.437	A	0.591	A	0.154	No
		PM	0.333	A	0.282	A	0.646	B	0.364	No
8	Ford Blvd & Cesar Chavez Ave	AM	0.779	C	0.814	D	1.007	F	0.193	YES
		PM	0.708	C	0.731	C	1.139	F	0.408	YES
9	McDonnell Ave & Cesar Chavez Ave	AM	0.531	A	0.522	A	0.633	B	0.111	No
		PM	0.445	A	0.422	A	0.679	B	0.257	No
10	Mednik Ave & Cesar Chavez Ave	AM	0.484	A	0.468	A	0.626	B	0.158	No
		PM	0.517	A	0.506	A	0.832	D	0.326	No
11	Lorena St & 1st St ***	AM	0.553	A	0.640	B	0.729	C	0.089	YES
		PM	0.597	A	0.692	B	0.893	D	0.201	YES
12	Indiana St & 1st St ***	AM	0.715	C	0.813	D	0.969	E	0.156	YES
		PM	0.769	C	0.876	D	1.330	F	0.454	YES
13	Rowan St & 1st St	AM	0.440	A	0.516	A	0.863	D	0.347	No
		PM	0.387	A	0.454	A	1.037	F	0.583	No
14	Gage Ave & 1st St	AM	0.528	A	0.619	B	1.003	F	0.384	No
		PM	0.513	A	0.601	B	1.201	F	0.600	No
15	Sunol Dr & 1st St	AM	0.339	A	0.397	A	0.724	C	0.327	No
		PM	0.311	A	0.365	A	0.791	C	0.426	No
16	Eastern Ave & 1st St	AM	0.558	A	0.655	B	1.000	E	0.345	YES
		PM	0.511	A	0.599	A	1.096	F	0.497	YES
17	Mednik Ave & 1st St	AM	0.514	A	0.604	B	0.683	B	0.079	No
		PM	0.554	A	0.650	B	0.851	D	0.201	No
18	Lorena St & 4th St ***	AM	0.317	A	0.389	A	0.413	A	0.024	No
		PM	0.322	A	0.395	A	0.645	B	0.250	No

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** The HCM unsignalized methodology was applied to these locations, with LOS determined by the average delay output in seconds per approaching vehicle.*

*** HCM signalized methodology, using Synchro program for five-legged intersection.*

**** Intersection is located within City of Los Angeles, or on City/County border. Impact standards based on LADOT Traffic Study Guidelines. V/C values at here were reduced by 1.00, based on City plan to provide ATSAC/ATCS signal synchronization technology at all signalized intersections by the year 2016.*

 # Significance of impacts at the unsignalized intersections, and the five-legged signalized intersection was determined by worsening to or within LOS E or F, and additional signal warrant informaton was considered for the unsignalized locations.

Table 17 – Significant Study Area Traffic Impacts – Alternative 2 (continued)

	Study Intersections	Peak Hour	Existing 2013 Conditions		Future 2035 Pre-Project Conditions		Post-Project-Alternative 2 Conditions		Change in V/C Ratio	Signif Impact?
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
19	Indiana St & 3rd St ***	AM	0.656	B	0.744	C	0.920	**E**	0.176	**YES**
		PM	0.690	B	0.783	C	1.131	**F**	0.348	**YES**
20	Rowan St & 3rd St	AM	0.537	A	0.630	B	0.908	**E**	0.278	No
		PM	0.571	A	0.670	B	1.250	**F**	0.580	No
21	Gage Ave & 3rd St	AM	0.794	C	0.932	**E**	1.228	**F**	0.296	**YES**
		PM	0.644	B	0.756	C	1.337	**F**	0.581	**YES**
22	SR-60 WB On/Off Ramps & 3rd St	AM	0.653	B	0.766	C	1.056	**F**	0.290	**YES**
		PM	0.630	B	0.739	C	1.222	**F**	0.483	**YES**
23	Downey Rd & 3rd St	AM	0.622	B	0.704	C	0.915	**E**	0.211	**YES**
		PM	0.764	C	0.871	D	1.179	**F**	0.308	**YES**
24	Downey Rd & SR-60 EB Off Ramp *	AM	11.6	B	12.7	B	16.9	C	#	**YES**
		PM	22.2	C	45.2	**E**	>100 sec.	**F**	#	**YES**
25	Eastern Ave & 3rd St	AM	0.775	C	0.883	D	1.137	**F**	0.254	**YES**
		PM	0.943	E	1.081	**F**	1.500	**F**	0.419	**YES**
26	Ford Blvd & 3rd St	AM	0.697	B	0.969	**E**	1.228	**F**	0.259	**YES**
		PM	0.779	C	1.067	**F**	1.500	**F**	0.433	**YES**
27	McDonnell Ave & 3rd St	AM	0.424	A	0.500	A	0.765	C	0.265	No
		PM	0.513	A	0.605	B	1.017	**F**	0.412	No
28	Mednik Ave & 3rd St	AM	0.692	B	0.967	**E**	1.173	**F**	0.206	**YES**
		PM	0.710	C	0.987	**E**	1.331	**F**	0.344	**YES**
29	La Verne Ave & 3rd St	AM	0.540	A	0.641	B	0.820	D	0.179	No
		PM	0.386	A	0.460	A	0.683	B	0.223	No
30	Beverly Blvd-Woods Ave & 3rd St **	AM	23.3	C	37.2	C	47.5	**E**	#	**YES**
		PM	23.3	C	35.2	C	>100 sec.	**F**	#	**YES**
31	Atlantic Blvd & 3rd St	AM	0.683	B	0.711	C	1.018	**F**	0.307	**YES**
		PM	0.692	B	0.716	C	1.220	**F**	0.504	**YES**
32	Atlantic Blvd & Beverly Blvd	AM	0.696	B	0.716	C	0.760	C	0.044	**YES**
		PM	0.848	D	0.897	D	1.002	**F**	0.105	**YES**
33	Hillview Ave & Beverly Blvd	AM	0.441	A	0.520	A	0.563	A	0.043	No
		PM	0.554	A	0.656	B	0.762	C	0.106	No
34	Downey Rd & Whittier Blvd	AM	0.515	A	0.606	B	0.717	C	0.111	No
		PM	0.675	B	0.794	C	1.003	**F**	0.209	**YES**
35	Eastern Ave & Whittier Blvd	AM	0.594	A	0.697	B	0.765	C	0.068	No
		PM	0.670	B	0.791	C	0.927	**E**	0.136	**YES**
36	Arizona Ave & Whittier Blvd	AM	0.391	A	0.459	A	0.525	A	0.066	No
		PM	0.650	B	0.764	C	0.980	**E**	0.216	**YES**

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** The HCM unsignalized methodology was applied to these locations, with LOS determined by the average delay output in seconds per approaching vehicle.*

*** HCM signalized methodology, using Synchro program for five-legged intersection.*

**** Intersection is located within City of Los Angeles, or on City/County border. Impact standards based on LADOT Traffic Study Guidelines. V/C values at here were reduced by 1.00, based on City plan to provide ATSAC/ATCS signal synchronization technology at all signalized intersections by the year 2016.*

 # Significance of impacts at the unsignalized intersections, and the five-legged signalized intersection was determined by worsening to or within LOS E or F, and additional signal warrant informaton was considered for the unsignalized locations.

Table 17 – Significant Study Area Traffic Impacts – Alternative 3

	Study Intersections	Peak Hour	Existing 2013 Conditions		Future 2035 Pre-Project Conditions		Post-Project-Alternative 2 Conditions		Change in V/C Ratio	Signif Impact?
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
1	Brooklyn Pl- Lorena St & Cesar Chavez Ave ***	AM	0.347	A	0.424	A	0.490	A	0.066	No
		PM	0.475	A	0.575	A	0.751	C	0.176	YES
2	Indiana St & Cesar Chavez Ave *	AM	19.3	C	17.7	D	94.5	F	#	YES
		PM	35.3	E	78.5	F	>100 sec.	F	#	YES
3	Rowan St & Cesar Chavez Ave	AM	0.837	D	0.882	D	1.000	E	0.118	YES
		PM	0.836	D	0.881	D	1.149	F	0.268	YES
4	Gage Ave & Cesar Chavez Ave	AM	0.806	D	0.845	D	0.982	E	0.137	YES
		PM	0.756	C	0.787	C	1.126	F	0.339	YES
5	Hazard Ave & Cesar Chavez Ave	AM	0.558	A	0.555	A	0.710	C	0.155	No
		PM	0.488	A	0.472	A	0.939	E	0.467	No
6	Eastern Ave & Cesar Chavez Ave	AM	0.575	A	0.575	A	0.662	B	0.087	No
		PM	0.534	A	0.526	A	0.751	C	0.225	No
7	Humphreys Ave & Cesar Chavez Ave	AM	0.458	A	0.437	A	0.518	A	0.081	No
		PM	0.333	A	0.282	A	0.511	A	0.229	No
8	Ford Blvd & Cesar Chavez Ave	AM	0.779	C	0.814	D	0.931	E	0.117	YES
		PM	0.708	C	0.731	C	1.000	E	0.269	YES
9	McDonnell Ave & Cesar Chavez Ave	AM	0.531	A	0.522	A	0.602	B	0.080	No
		PM	0.445	A	0.422	A	0.621	B	0.199	No
10	Mednik Ave & Cesar Chavez Ave	AM	0.484	A	0.468	A	0.568	A	0.100	No
		PM	0.517	A	0.506	A	0.715	C	0.209	No
11	Lorena St & 1st St ***	AM	0.553	A	0.640	B	0.709	C	0.069	YES
		PM	0.597	A	0.692	B	0.885	D	0.193	YES
12	Indiana St & 1st St ***	AM	0.715	C	0.813	D	0.969	E	0.156	YES
		PM	0.769	C	0.876	D	1.334	F	0.458	YES
13	Rowan St & 1st St	AM	0.440	A	0.516	A	0.830	D	0.314	No
		PM	0.387	A	0.454	A	0.949	E	0.495	No
14	Gage Ave & 1st St	AM	0.528	A	0.619	B	0.954	E	0.335	No
		PM	0.513	A	0.601	B	1.109	F	0.508	No
15	Sunol Dr & 1st St	AM	0.339	A	0.397	A	0.716	C	0.319	No
		PM	0.311	A	0.365	A	0.784	C	0.419	No
16	Eastern Ave & 1st St	AM	0.558	A	0.655	B	1.020	F	0.365	YES
		PM	0.511	A	0.599	A	1.105	F	0.506	YES
17	Mednik Ave & 1st St	AM	0.514	A	0.604	B	0.676	B	0.072	No
		PM	0.554	A	0.650	B	0.802	D	0.152	No
18	Lorena St & 4th St ***	AM	0.317	A	0.389	A	0.406	A	0.017	No
		PM	0.322	A	0.395	A	0.637	B	0.242	No

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** The HCM unsignalized methodology was applied to these locations, with LOS determined by the average delay output in seconds per approaching vehicle.*

*** HCM signalized methodology, using Synchro program for five-legged intersection.*

**** Intersection is located within City of Los Angeles, or on City/County border. Impact standards based on LADOT Traffic Study Guidelines. V/C values at here were reduced by 1.00, based on City plan to provide ATSAC/ATCS signal synchronization technology at all signalized intersections by the year 2016.*

 # Significance of impacts at the unsignalized intersections, and the five-legged signalized intersection was determined by worsening to or within LOS E or F, and additional signal warrant informaton was considered for the unsignalized locations.

Table 18 – Significant Study Area Traffic Impacts – Alternative 3 (continued)

	Study Intersections	Peak Hour	Existing 2013 Conditions		Future 2035 Pre-Project Conditions		Post-Project-Alternative 2 Conditions		Change in V/C Ratio	Signif Impact?
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
19	Indiana St & 3rd St ***	AM	0.656	B	0.744	C	0.892	D	0.148	YES
		PM	0.690	B	0.783	C	1.131	F	0.348	YES
20	Rowan St & 3rd St	AM	0.537	A	0.630	B	0.871	D	0.241	No
		PM	0.571	A	0.670	B	1.142	F	0.472	No
21	Gage Ave & 3rd St	AM	0.794	C	0.932	E	1.180	F	0.248	YES
		PM	0.644	B	0.756	C	1.296	F	0.540	YES
22	SR-60 WB On/Off Ramps & 3rd St	AM	0.653	B	0.766	C	0.998	E	0.232	YES
		PM	0.630	B	0.739	C	1.155	F	0.416	YES
23	Downey Rd & 3rd St	AM	0.622	B	0.704	C	0.902	E	0.198	No
		PM	0.764	C	0.871	D	1.199	F	0.328	YES
24	Downey Rd & SR-60 EB Off Ramp *	AM	11.6	B	12.7	B	16.7	C	#	YES
		PM	22.2	C	45.2	E	>100 sec.	F	#	YES
25	Eastern Ave & 3rd St	AM	0.775	C	0.883	D	1.105	F	0.222	YES
		PM	0.943	E	1.081	F	1.561	F	0.480	YES
26	Ford Blvd & 3rd St	AM	0.697	B	0.969	E	1.203	F	0.234	YES
		PM	0.779	C	1.067	F	1.532	F	0.465	YES
27	McDonnell Ave & 3rd St	AM	0.424	A	0.500	A	0.746	C	0.246	No
		PM	0.513	A	0.605	B	1.179	F	0.574	No
28	Mednik Ave & 3rd St	AM	0.692	B	0.967	E	1.174	F	0.207	YES
		PM	0.710	C	0.987	E	1.486	F	0.499	YES
29	La Verne Ave & 3rd St	AM	0.540	A	0.641	B	0.820	D	0.179	No
		PM	0.386	A	0.460	A	0.732	C	0.272	No
30	Beverly Blvd-Woods Ave & 3rd St **	AM	23.3	C	37.2	C	42.9	E	#	YES
		PM	23.3	C	35.2	C	>100 sec.	F	#	YES
31	Atlantic Blvd & 3rd St	AM	0.683	B	0.711	C	1.085	F	0.374	YES
		PM	0.692	B	0.716	C	1.226	F	0.510	YES
32	Atlantic Blvd & Beverly Blvd	AM	0.696	B	0.716	C	0.799	C	0.083	YES
		PM	0.848	D	0.897	D	1.126	F	0.229	YES
33	Hillview Ave & Beverly Blvd	AM	0.441	A	0.520	A	0.561	A	0.041	No
		PM	0.554	A	0.656	B	0.762	C	0.106	No
34	Downey Rd & Whittier Blvd	AM	0.515	A	0.606	B	0.714	C	0.108	No
		PM	0.675	B	0.794	C	1.043	F	0.249	YES
35	Eastern Ave & Whittier Blvd	AM	0.594	A	0.697	B	0.776	C	0.079	No
		PM	0.670	B	0.791	C	0.996	E	0.205	YES
36	Arizona Ave & Whittier Blvd	AM	0.391	A	0.459	A	0.552	A	0.093	No
		PM	0.650	B	0.764	C	1.072	F	0.308	YES

V/C = Volume to Capacity Ratio, LOS = Level Of Service

** The HCM unsignalized methodology was applied to these locations, with LOS determined by the average delay output in seconds per approaching vehicle.*

*** HCM signalized methodology, using Synchro program for five-legged intersection.*

**** Intersection is located within City of Los Angeles, or on City/County border. Impact standards based on LADOT Traffic Study Guidelines. V/C values at here were reduced by 1.00, based on City plan to provide ATSAC/ATCS signal synchronization technology at all signalized intersections by the year 2016.*

 # Significance of impacts at the unsignalized intersections, and the five-legged signalized intersection was determined by worsening to or within LOS E or F, and additional signal warrant informaton was considered for the unsignalized locations.

APPENDIX A
Study Intersection Traffic Counts

APPENDIX B
Existing Conditions
Level of Service Worksheets

APPENDIX C
Future (Year 2035) Baseline
Intersection Level of Service Worksheets

APPENDIX D
Calculation of Directional Trip Distribution from CMP

EAST LA SPECIFIC PLAN - JB21206
2035 Trip Distribution - RSA 21

		Residential		Non-Residential		Distribution		
	RSA	Work	Non-Work	Work	Non-Work	Direction	Residential	Commercial
WCovina	26	3.5%	1.3%	4.9%	1.9%	E	3.5%	3.4%
Pomona	27	0.6%	0.1%	0.7%	0.3%	E	0.6%	0.5%
	SB	2.0%	1.3%	2.6%	0.9%	E	2.0%	1.8%
	Riv	0.8%	1.2%	1.1%	0.8%	E	0.8%	1.0%
S.Clarita	8	0.3%	0.2%	0.8%	0.5%	N	0.3%	0.7%
Lancstr	9	0.2%	0.0%	0.5%	0.1%	N	0.2%	0.3%
PalmDle	10	0.2%	0.0%	0.8%	0.3%	N	0.2%	0.6%
AngFrst	11	0.0%	0.0%	0.0%	0.0%	N	0.0%	0.0%
W.SFV	12	1.9%	0.7%	2.4%	0.7%	N	1.9%	1.6%
Burbank	13	1.6%	0.8%	1.5%	0.8%	N	1.6%	1.2%
Sylmar	14	0.7%	0.4%	1.2%	0.5%	N	0.7%	0.9%
DntnLA	23	6.0%	4.2%	2.3%	2.9%	N	6.0%	2.6%
Glendl	24	3.0%	3.3%	5.3%	3.5%	N	3.0%	4.4%
Pasadna	25	4.5%	4.4%	7.3%	5.2%	N	4.5%	6.3%
	Ker	0.1%	0.1%	0.1%	0.1%	N	0.1%	0.1%
Pverdes	19	5.6%	2.7%	3.4%	2.3%	S	5.6%	2.9%
LongBch	20	2.9%	2.6%	3.5%	2.8%	S	2.9%	3.2%
Downey	22	7.5%	6.2%	9.5%	6.9%	S	7.5%	8.2%
	Ora	5.0%	2.9%	4.3%	3.0%	S	5.0%	3.7%
Agoura	7	0.3%	0.1%	0.1%	0.1%	W	0.3%	0.1%
Malibu	15	0.1%	0.1%	0.0%	0.0%	W	0.1%	0.0%
Smonica	16	2.2%	1.1%	1.4%	0.8%	W	2.2%	1.1%
WCntLA	17	8.1%	6.8%	10.5%	7.3%	W	8.1%	8.9%
BchLAX	18	6.0%	4.1%	5.0%	3.5%	W	6.0%	4.3%
	Ven	0.2%	0.2%	0.5%	0.4%	W	0.2%	0.5%
Vernon	**21**	**36.9%**	**55.1%**	**30.2%**	**54.5%**		**36.9%**	**42.4%**
Total		**100.2%**	**99.9%**	**99.9%**	**100.1%**		**100.2%**	**100.0%**

DISTRIBUTION - without RSA 21

	Residential	Commercial
North	18.5%	18.4%
South	21.0%	17.9%
East	6.9%	6.6%
West	16.9%	14.8%
RSA 21	**36.9%**	**42.4%**
TOTAL	**1.002**	**1**

DISTRIBUTION - RSA 21

RSA 21	Residential	Commercial
North-20%	7.4%	8.5%
South-40%	14.8%	16.9%
East-10%	3.7%	4.2%
West-30%	11.1%	12.7%
TOTAL	**36.9%**	**42.4%**

DISTRIBUTION - with RSA 21

	Residential	Commercial
North	26.0%	27.0%
South	36.0%	35.0%
East	11.0%	11.0%
West	28.0%	28.0%
TOTAL	**101.0%**	**101.0%**

APPENDIX E
Future (Year 2035) with-Project
Intersection Level of Service Worksheets

APPENDIX F
Freeway Mainline Segments – HCM LOS Analysis Worksheets

APPENDIX G
Study Intersections at Freeway Ramps – HCM LOS Analysis Worksheets