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# Slauson Station TOC Specific Plan, aka Florence-Firestone TOD Specific Plan

## Programmatic Environmental Impact Report

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# EXECUTIVE SUMMARY

## ES.1 INTRODUCTION

This Executive Summary provides a brief summary of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) Project Draft Environmental Impact Report (EIR). This summary outlines the project location, description, and objectives; the proposed alternatives to the proposed Specific Plan; and areas of controversy. This summary also provides a summary table of all potential impacts and mitigation measures identified in this EIR.

## ES.2 PROJECT LOCATION

The proposed FFTOD Specific Plan Area encompasses the Los Angeles County unincorporated community of Florence-Firestone. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.48 square miles. The area is bound by the city of Los Angeles to the north, south, and west; the cities of Huntington Park and South Gate as well as the unincorporated community of Walnut Park are to the east. The LA Metro A (Blue) Line connects downtown Los Angeles to Long Beach and has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone stations). LA Metro operates numerous bus routes in the community. Three freeways (Interstate [I]-110, I-105, I-10) are within a 2.5-mile radius of the community. Existing land uses in the FFTOD Specific Plan Area include low and medium density residential, commercial, light and heavy industrial, mixed uses, parks, and public facilities.

The FFTOD Specific Plan Area boundary is consistent with the Florence-Firestone Community Plan (FFCP) boundary and consistent with the extents of the Florence-Firestone community. Generally, the FFTOD Specific Plan Area is bounded on the north by Slauson Avenue; on the west by S Central Avenue from Slauson Avenue to E 103rd Street; on the east by Wilmington Avenue, Santa Fe Avenue, and S Alameda Street; and on the south by E 103rd Street and E 92nd Street.

## ES.3 PROJECT DESCRIPTION

The FFTOD Specific Plan would establish transit-oriented development policy direction, development standards, and implementation programs for the Florence-Firestone community as part of the Los Angeles County Transit Oriented District (TOD) Program of the Los Angeles County 2035 General Plan (General Plan). The TOD Program establishes transit oriented districts, defined as the approximately 0.5-mile radius around transit stations, as locations to encourage infill development with pedestrian-friendly and community-serving uses near transit stops. This focused, transit-oriented development is intended to increase living and working opportunities near transit and encourage increased walking, bicycling, and transit use. The FFTOD Specific Plan would build from the 2019 FFCP by creating actions to achieve some of the FFCP policies and implement the broader TOD and sustainability goals of Los Angeles County.

California law requires that cities and counties zone land to encourage and facilitate their fair share of housing growth—referred to as the Regional Housing Needs Assessment (RHNA). The FFTOD Specific Plan would provide the opportunity to create new affordable units to accommodate the needs of the residents. The FFTOD Specific Plan would help implement the Housing Element of the General Plan by rezoning parcels identified as housing sites to satisfy the RHNA.

Consistent with these General Plan policies and programs, the FFTOD Specific Plan would implement transit oriented district development by establishing zones that identify permitted land uses and objective development standards such as density, intensity, building height, and setbacks by zone; providing additional design standards such as pedestrian design, building design, open space and landscaping, and parking for all zones; modifying county-wide base zones applicable in Florence-Firestone; and identifying multi-modal improvements to support walking, bicycling, and transit use in balance with private vehicles; and address infrastructure requirements associated with future development.

The FFTOD Specific Plan is a Los Angeles County-initiated, Caltrans Sustainable Communities grant-funded project that is being proposed pursuant to the Los Angeles County General Plan to enhance the transit oriented development pattern, promote active transportation, reduce vehicle miles traveled, and improve the public realm in the Florence-Firestone area by focusing on updates to land use, urban design, and mobility in the Slauson, Florence, and Firestone TOD station areas. In addition, the proposed FFTOD Specific Plan is intended to streamline the approval process for future development projects that are consistent with the FFTOD Specific Plan.

The FFTOD Specific Plan would amend General Plan Land Use designations on parcels in Florence-Firestone to provide consistency with the General Plan policy direction for mixed use parcels along transportation corridors and support RHNA requirements by providing greater opportunity to create new affordable units. The proposed FFTOD Specific Plan would also establish land use development and design standards for features, such as scale and mass, building orientation, building architectural elements, circulation, parking, and exterior lighting. The standards established by this FFTOD Specific Plan are designed to increase the clarity of applicable regulations, support the goals and policies of the Los Angeles County General Plan and FFCP, and support transit oriented development investments in the community.

### ES.3.1 Proposed General Plan Land Use Amendments

The project includes General Plan Land Use amendments to approximately 953.06 acres of land in the FFTOD Specific Plan Area to provide consistency with the General Plan policy direction. The updated land use designations are supported by development of new zones for the FFTOD Specific Plan to support transit oriented investment. Areas outside of the transit oriented development areas are considered stability areas. Targeted changes in the stability areas are generally limited to addressing Housing Element Update RHNA needs, creating cohesive blocks that connect to the transit oriented development areas or reconciling designations with adjacent jurisdiction plans. The expected buildouts under the FFTOD Specific Plan based on the land use designation updates and zoning strategy are provided in Table ES-1.

**Table ES-1: Specific Plan Land Use Summary**

Land Use Designation	Zone	Acres	Percent of Plan Area	Net New Estimated Buildout Potential	
				Residential (Units)	Nonresidential (SF)
<b>TOD and RHNA Areas</b>		<b>953.06</b>		<b>12,110</b>	<b>1,183,013</b>
Mixed Use (MU)	MU Transit (MU-T)	38.34	2.21%	1,585	173,799.87
	MU 3 (MU-3)	27.07	1.56%	1,002	131,159.28

Land Use Designation	Zone	Acres	Percent of Plan Area	Net New Estimated Buildout Potential	
				Residential (Units)	Nonresidential (SF)
	MU 2 (MU-2)	39.80	2.30%	978	107,142.02
	MU Development (MXD)	75.83	4.37%	7,229	673,980.70
Major Commercial (CM)	MU 1 (MU-1)	53.71	3.10%	652	94,951.88
Residential 100 (H100)	Residential Slauson Station (RSS)	24.44	1.41%	301	-
Residential 50 (H150)	Residential Medium (RM)	69.51	4.01%	61	-
Residential 30 (H30)	Residential Low-Medium 2 (RLM-2)	275.09	15.87%	158	-
Residential 18 (H18)	Residential Low-Medium 1 (RLM-1)	303.25	17.50%	144	1,979.05
Light Industrial (IL)	Industrial Mix (IX)	46.01	2.65%	-	-
<b>Stability Areas</b>		<b>780.12</b>		<b>0</b>	<b>0</b>
Residential 9 (H9)	Single-Family Residence (R-1)	23.06	1.33%	-	-
Residential 18 (H18)	Two-Family Residence (R-2)	182.88	10.55%	-	-
	Limited Density Multiple Residence (R-3)	194.64	11.23%	-	-
Residential 9 (H9)	Medium Density Multiple Residence (R-4)	0.43	0.02%	-	-
Residential 18 (H18)	Light Agricultural (A-1)	0.28	0.02%	-	-
General Commercial (CG)	Neighborhood Business (C-2)	4.58	0.26%	-	-
	General Commercial (C-3)	33.71	1.95%	-	-
	Commercial Manufacturing (C-M)	7.93	0.46%	-	-
Public and Semi-Public (P)	Institutional (IT)	85.49	4.93%	-	-
Light Industrial (IL)	Light Manufacturing (M-1)	33.15	1.91%	-	-
Heavy Industrial (IH)	Heavy Manufacturing (M-2)	115.15	6.64%	-	-
Park and Recreation OS-PR	Open Space (OS)	98.82	5.70%	-	-
<b>Total</b>		<b>1733.19</b>	<b>100%</b>	<b>12,110</b>	<b>1,183,013</b>

Notes: RHNA = Regional Housing Needs Assessment

Estimated buildout is based on an assigned buildout factor that reflects market research, market trends, and the potential development opportunity presented by the proposed zoning changes.

The buildout factor represents a range of magnitude of reasonably expected development to occur through the year 2035.

Each of the proposed zones that allow residential units was then assigned an “Assumed Average Density” of dwelling units per acre (du/ac) to help characterize the kind of development likely to occur.

Estimated nonresidential development is based on square feet needed to meet the demand of the population living in the new residential units.

### ES.3.2 Proposed Specific Plan Zoning

The FFTOD Specific Plan proposes to rezone parcels in the FFTOD Specific Plan Area to encourage transit-oriented development in the area. This would support development within

walking distance of the LA Metro stations (Slauson, Florence, and Firestone stations), and would be a combination of mixed-use, residential, and industrial mix uses. The FFTOD Specific Plan would allow existing development and uses within the FFTOD Specific Plan Area to continue until new development is proposed. The FFTOD Specific Plan would require all new land use and development within the FFTOD Specific Plan Area to conform to the FFTOD Specific Plan zoning designations described below.

### **ES.3.2.1 Mixed Use Zones**

The general purpose of the Mixed Use (MU) Zones in the FFTOD Specific Plan Area are intended to provide support for transit oriented development with employment, homes, and services near transit stations. The MU Zone development standards would include a 3.0 maximum floor area ratio; a maximum density ranging from 50 dwelling units per acre (du/ac) to 150 du/ac; a maximum building height ranging from 50 feet to 72 feet; and a minimum building setback of 2 feet for most street frontages (note: Florence Avenue has no minimum building setback.).

### **ES.3.2.2 Residential Zone**

The general purpose of the Residential Zones in the FFTOD Specific Plan Area are intended to support a variety of housing options, types, configurations, and affordability levels in proximity to transit. The residential zone development standards would include a maximum density ranging from 18 du/ac to 100 du/ac; a maximum building height ranging from 36 feet to 65 feet, and a minimum building setback of 5 feet for most street frontages (note: Florence Avenue has a minimum building setback of 3 feet).

### **ES.3.2.3 Industrial Mix Zone**

The general purpose of the Industrial Mix (IX) Zone is intended to support a transition to less intensive employment-focused uses near transit oriented development and improve land use adjacencies to residential areas. The IX Zone is intended to maintain neighborhood-appropriate light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The IX Zone allows the creation of transition areas between employment uses and residential areas to encourage less noxious uses (such as commercial) to abut homes, thereby supporting the goals of the Los Angeles County Green Zones Program and Ordinance. The zone allows uses focused on light industrial, neighborhood-serving commercial and office. The IX Zone would encourage a cleaner environment through lower-emission and lower intensity uses where industrial businesses and residents can coexist. The IX Zone development standards would include a 1.0 maximum floor area ratio; minimum lot size of 4,000 square feet (no maximum lot coverage); a maximum building height of 36 feet, and a minimum building setback of 2 feet for most street frontages.

## **ES.3.3 Supplemental Development Standards**

In addition to the allowed uses and development standards of the base zones, the FFTOD Specific Plan provides general development standards related to density, intensity, height regulations, setbacks, and stepbacks to promote urban design and form that supports transit oriented development and creates transitions between neighborhood types. The FFTOD Specific Plan also includes active ground floor design standards for mixed use corridors in the FFTOD Specific Plan

Area to support a walkable, pedestrian character that promotes walking within the community. These streetscape improvements also provide for shading, outdoor dining and activities, public art, pedestrian and exterior lighting, fencing, and architectural and landscaping requirements including street trees.

To address the community's feedback to increase publicly accessible open space, the FFTOD Specific Plan also proposes open space standards for all residential and mixed use developments. Each residential or mixed use development is required to provide the minimum area of common and private open space based on type within each development as well as publicly accessible open spaces and signage. Projects over 80,000 gross square feet are required to provide publicly accessible open space as a percentage of the total development.

### **ES.3.4 Base Zone Modifications**

Los Angeles County will also rescind the existing Florence-Firestone Community Standards District zoning overlay currently within the Los Angeles County Zoning Code and incorporate any applicable standards into the FFTOD Specific Plan. These existing standards would continue to help improve the appearance of the community, promote the maintenance and reuse of structures and properties, and implement the goals and policies of the FFCP in a manner that protects the health, safety, and general welfare of the community. The standards would also help to improve the compatibility between residential and neighboring industrial uses, encourage pedestrian activity, and encourage business growth near transit.

### **ES.3.5 Buildout of the Proposed Specific Plan**

The FFTOD Specific Plan would provide transit-oriented development opportunities for infill and redevelopment to serve as catalyst to revitalize the area. The buildout of the FFTOD Specific Plan Area would result in a net increase of approximately 42,518 additional people associated with 12,110 new housing units and 2,734 new jobs associated with new commercial development in the FFTOD Specific Plan Area.

### **ES.3.6 Proposed Mobility Improvements**

The FFTOD Specific Plan would provide recommendations for mobility infrastructure improvements to support transit, pedestrian, and bicycle mobility, as well as programmatic improvements to support complete streets and improve parking conditions. Additionally, the FFTOD Specific Plan proposes three major improvements to improve access to the Metro A Line Stations in the FFTOD Specific Plan Area and to Roosevelt Park, with a focus on pedestrian accessibility.

- **Southern Slauson Station Access Point.** Formalizing the informal pedestrian pathway leading from 60th Street to Slauson Avenue would connect the neighborhoods south of the Slauson Station to the station entrance.
- **Pedestrian Bridge at 76th Street.** Replacement and reconstruction of the pedestrian bridge connecting the western side of the community at East 76th Street to Roosevelt Park at Graham Avenue would improve neighborhood pedestrian connectivity, access to community assets, and access to transit.

- **Florence Station and Firestone Station Access.** Increasing the ease of reaching a transit station is an important improvement that should be made for each of the stations in the FFTOD Specific Plan Area. The LA Metro A (Blue) Line Stations in the FFTOD Specific Plan Area each only have one access point. The Slauson Station will see expanded access as the West Santa Ana Branch line is implemented (under a separate project), but the Florence and Firestone stations would also benefit from improved access. At the Florence Station, the community suggested creation of a second at-grade access point at the southern end of the station to minimize out-of-direction travel to access the platform. At the Firestone Station, additional amenities under the elevated rail line would improve the pedestrian and transit rider experience.

## ES.3.7 Proposed Infrastructure Improvements

### ES.3.7.1 Water

The FFTOD Specific Plan proposes improvements to the existing water system to accommodate buildout. Most of the existing water lines in the community generally have the capacity to handle the increase in water demand/load under buildout of the FFTOD Specific Plan. However, increases in residential density would result in increased potential water usage including potable water and fire prevention demand. To service this, the following needs have been identified if increased density develop at the following locations:

- All lines servicing fire hydrants must be at least a nominal 6 inches to supply minimum fire flow requirements per Los Angeles County Municipal Code Section 20.16.060
- High-density residential buildout (RSS Zone) of five stories north of 62nd Street and 63rd Street west of Holmes Avenue may require upgrade of the existing 4-inch cast iron. Recommended replacing 4-inch main with 10-inch polyvinyl chloride (PVC) main along 62nd and 8-inch PVC main along 63rd.
- Medium-density residential buildout (RM Zone) east of Converse Avenue, south of 68th Street, west of Wilmington Avenue, and north of Florence Avenue may require upgrade of 4-inch cast iron along 69th Street, 70th Street, and 71st Street. Recommend replacing all 4-inch mains in this area with 8-inch PVC mains.

### ES.3.7.2 Sewer Service

The FFTOD Specific Plan proposes improvements to the existing sewer system to accommodate buildout. Existing trunk sewers generally have sufficient capacity to convey wastewater from the proposed, full buildout condition with the following exceptions which may require upgrading based on the level of density/intensity realized in the vicinity.

- **Tributary Area 5:** A 10-inch main emptying into a trunk line at the Maie Avenue/Nadeau Street intersection may warrant further study. The main collects from 50 acres of light residential and light manufacturing on the east side of Converse Avenue and Maie Avenue, from north of E 60th Street to Nadeau Avenue. Depending on density/intensity realized in the geography between 60th Street and Nadeau Avenue, east of Converse Avenue and Maie Avenue, the main may need to be upgraded to 15 inches.
- **Tributary Area 6:** An 8-inch main running toward the city of Huntington to the east at Slauson Avenue may warrant further study. The main collects from 49 acres of Unlimited



Residence and Heavy Manufacturing along Holmes Avenue from Gage Street to Slauson Avenue; then east to west from South Pacific railroad lines to Wilmington Avenue. It comprises the northeast corner of the FFTOD Specific Plan Area and a majority of the Slauson TOD Area. This portion of the FFTOD Specific Plan is planned for high-intensity mixed use and medium-density residential development replacing existing industrial and primarily single-family uses, respectively. The 8-inch main may be insufficient for current conditions due to the significant presence of heavy manufacturing in the area; upgrade to 10 inches is recommended. Depending on density/intensity realized from future development, the main may need to be upgraded to 15 inches.

- **Tributary Area 7:** A 10-inch main flowing south under Holmes Avenue from Gage Avenue to a Trunk line at Florence Avenue may warrant further study. The main runs between South Pacific railroad to the east and Wilmington Avenue to the west. The 10-inch main services 59 acres of mostly Unlimited Residence with some Light Manufacturing, Neighborhood Business, and Mixed-Use Development; this area is planned for low-medium (RLM-2) to medium density (RM) residential. Depending on density/intensity realized in the geography, the main may need to be upgraded to 15 inches.
- **Tributary Area 9:** An 8-inch main under Parmelee Avenue that flows to the west under E 78th Street and empties into a trunk under Hooper Avenue may warrant further study. The main services about 34 acres south of Florence Avenue, east of Parmelee Avenue and North of E 78th Street; this area is composed of Limited Density Multiple Residence, General Commerce, and Mixed-Use Development. Depending on density/intensity realized in the geography, the main may need to be upgraded to 10 inches.

### **ES.3.7.3 Stormwater Service**

Buildout of the FFTOD Specific Plan would generate little increase in runoff to the existing drainage system because the area is completely developed and projects would be required to incorporate low-impact development practices per the Regional Water Quality Control Board requirements and Los Angeles County Public Works Green Infrastructure Guidelines. However, based on existing infrastructure in the FFTOD Specific Plan Area, the FFTOD Specific Plan proposes that the areas served by the Glen Avenue Drain improve area runoff peak flow characteristics through generalized implementation of retention-based stormwater quality control measures within the public right-of-way and in any new developments. The FFTOD Specific Plan includes a potential for upsizing segments of the underground system to handle 50 percent greater flow.

## **ES.4 PROJECT OBJECTIVES**

The project objectives are to:

- Enable more opportunities for affordable housing
- Encourage transit oriented development and promote active transportation
- Improve access to the three LA Metro A (Blue) Line Stations (Slauson, Florence, and Firestone)
- Reduce vehicle miles traveled
- Streamline the environmental review of future development projects

The FFTOD Specific Plan objectives were identified by the TOD Program and the Florence-Firestone Community Plan in collaboration with Caltrans.

## **ES.5 ALTERNATIVES**

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.6, this Draft EIR contains a comparative impact assessment of alternatives to the project. The primary purpose of this section is to provide decision makers and the public with a reasonable range of feasible project alternatives that could attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project.

CEQA Guidelines Section 15126.6 states:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Analysis of three alternatives to the project is guided by the following considerations set forth under CEQA Guidelines Section 15126.6:

- An EIR need not consider every conceivable alternative to a project
- An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process
- Reasons for rejecting alternative include:
  - Failure to meet most of the basic project objectives
  - Infeasibility
  - Inability to avoid significant effects

Alternatives to a project must be considered even if they would impede—to some degree—the attainment of project objectives or be more costly (CEQA Guidelines Section 15126.6[b]). However, the range of alternatives addressed in an EIR need not be exhaustive, and is governed by a “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR must examine in detail only those that the lead agency determines could feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project.

A brief description of the alternatives evaluated in this EIR is provided below. These alternatives include a no project alternative which is required by CEQA Guidelines Section 15126.6(e). This no project alternative is Alternative 1, No Project/Development in Accordance with Existing Zoning. Two additional alternatives, Alternative 2, Firestone TOD Modified Land Use and Alternative 3, Slauson TOD Focused are also evaluated and compared to the proposed project.

### **ES.5.1 Alternative 1: No Project/Development in Accordance with Existing Zoning**

This alternative would result in limited additional development of the commercial and mixed use corridors under existing zoning per the Florence-Firestone Community Plan (FFCP), Los Angeles

County Municipal Code, and Florence-Firestone Community Standards District. Capacity for mixed use residential and nonresidential would not be introduced along Slauson Avenue, Compton Avenue, Gage Avenue, Central Avenue, Nadeau Street, or Firestone Boulevard. The residentially zoned areas in the Florence-Firestone community are largely built out and would likely be limited in any additional development.

Under this alternative Los Angeles County would implement the General Plan land use designations established by the FFCP. Buildout of Alternative 1 is represented by the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy 2016-2014 Model for the FFTOD Specific Plan Area, interpolated to the horizon year (2035) of the proposed Specific Plan. Therefore, the expected limited development in accordance with existing zoning would be approximately 14,911 additional residential units and 2,061,510 additional square feet of nonresidential uses. In comparison to the proposed FFTOD Specific Plan, this alternative would result in fewer residential units (10,621 housing units) and more nonresidential uses (563,757 square feet).

### **ES.5.2 Alternative 2: Firestone TOD Modified Land Use**

Development under this alternative would result in expanded implementation of RLM-2 and RM zoning in the Firestone TOD south of Nadeau Street. The proposed FFTOD Specific Plan zones this area as RLM-1 limiting maximum density to 18 dwelling units per acre (du/ac) to support community stability and maintain property ownership/existing residents in the area. The proposed FFTOD Specific Plan zoning is expected to result in 25,532 potential net new residential units by 2035 generated primarily through addition of ADUs and conversion of existing single-family homes to duplexes. Under this alternative, RLM-1 zoning would be converted to RLM-2 and RM zoning allowing 20 to 30 du/ac and 20-50 du/ac, respectively. This alternative would include all other land uses under the proposed FFTOD Specific Plan. Therefore, development under this alternative would result in net increases of up to 25,596 residential units by 2035 within the FFTOD Specific Plan Area (64 units more than the proposed project) and 1,546,348 square feet of nonresidential uses. Increased zoning under this alternative would be expected to increase displacement of property owners and existing residents based on a higher likelihood for lot consolidation, increased property values, and increased rents. In comparison to the proposed FFTOD Specific Plan, this alternative would result in an additional 64 residential units and 48,595 non-residential square feet. The purpose of this alternative is to present other configurations considered, despite greater potential impacts, for the purpose of additional information for the public and decision makers.

### **ES.5.3 Alternative 3: Slauson TOD Focused**

Development under this alternative would limit all land use and zoning changes of the proposed FFTOD Specific Plan to the Slauson TOD area and rezoning to implement the Housing Element Update RHNA sites. The MU-T, MXD, IF, RSS, RM, and RLM-2 zones in the Slauson Station TOD as identified by the proposed FFTOD Specific Plan would be implemented. All parcels identified as Housing Element Update RHNA Parcels, predominantly rezoning to MXD would also be implemented throughout the FFTOD Specific Plan Area. All land uses and zones outside the 0.5-mile TOD radius from the Slauson Station and identified RHNA parcels would remain consistent with existing General Plan land use designations, the FFCP, and existing zoning of the

Los Angeles County Municipal Code and Florence-Firestone Community Standards District. Other corridors zoned non-residential or mixed use would realize limited additional development consistent with the existing zoning consistent with the expectations identified in the No Project/Development in Accordance with Existing Zoning Alternative.

Therefore, development under this alternative would result in development of up to 22,848 residential units and 1,169,894 nonresidential square feet in the FFTOD Specific Plan Area by 2035. In comparison to the proposed FFTOD Specific Plan, this alternative would result in 2,684 fewer residential units and decrease nonresidential uses by 327,859 square feet.

**Table ES-1: FFTOD Specific Plan Area Future Condition (2035)**

	<b>Units (Households)</b>	<b>Population</b>	<b>Population / Household</b>	<b>Nonresidential Square Feet</b>	<b>Total Employment</b>
<b>Proposed Project</b>	25,532	100,423	3.9	1,497,753	11,408
<b>Alternative 1: No Project/Development in Accordance with Existing Zoning</b>	14,911	66,072	4.4	2,061,510	9,591
<b>Alternative 2: Firestone TOD Modified Land Use</b>	25,596	101,308	4.0	1,546,348	11,520
<b>Alternative 3: Slauson TOD Focused</b>	22,848	91,253	4.0	1,169,894	10,651

## ES.6 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation of the Draft EIR, the Notice of Preparation (NOP) was distributed for comment from March 15, 2021 through April 14, 2021. An online public scoping meeting was held on March 25, 2021 via Zoom. A summary of the NOP comment letters received during the public review period and comments received from the public scoping meeting are summarized in Tables 1-1 and 1-2, respectively, in Chapter 1.0, Introduction.

## ES.7 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### ES.7.1 Existing Regulations, Requirements, and Procedures for Future Development Projects

This EIR is a program EIR prepared in accordance with CEQA Guidelines Section 15168. Although the legally required contents of a program EIR are the same as for a project EIR, program EIRs are typically more conceptual than project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a program EIR gives the lead agency an opportunity to consider broad policy alternatives

and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a program EIR has been prepared, later activities in the program must be evaluated to determine whether an additional CEQA document is necessary. However, if the program EIR addresses the program's effects as specifically and comprehensively as possible, many later activities may be within the program EIR's scope, and additional environmental documents may not be required (Guidelines Section 15168[c]). When a lead agency relies on a program EIR for a later activity, it must incorporate feasible mitigation measures and alternatives from the program EIR into the later activities (Guidelines Section 15168[c][3]). If a later activity would have effects outside the scope of the program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the program EIR still serves a valuable purpose as the first-tier environmental analysis.

The mitigation measures described in this document are for a program-level decision (referred to as "programmatic mitigation measures") and are intended to be used to avoid, minimize, or reduce potentially significant environmental impacts of future development projects pursuant to implementation of the FFTOD Specific Plan. Project-level activities will undergo future environmental analysis as required by CEQA and when tiering from this EIR. As part of these second-tier environmental reviews, the individual project applicants, in coordination with Los Angeles County, will use the programmatic mitigation measures identified in this program document as starting points to determine their applicability to a specific project and to develop additional or more specific mitigation measures (as necessary) for significant adverse impacts identified in the project-specific analysis associated with their specific location and type of action. The CEQA monitoring process includes review, guidance, and reporting components. For second tier documents individual project applicants, in coordination with Los Angeles County, will note which applicable programmatic mitigation measures are being adopted and used and explain why others are not. Individual project applicants will, in coordination with Los Angeles County, provide a schedule for implementing the adopted mitigation measures and for reviewing the implementation of those measures.

It should be noted that standard existing regulations, requirements, and procedures applicable to the project are considered a part of the existing regulatory environment and are not considered or included in mitigation. Table ES-2 lists key existing regulations, requirements, and procedures for future development projects pursuant to implementation of the FFTOD Specific Plan (refer to the individual environmental category analyses in Sections 3.1 through 3.16 for a complete discussion of regulations, requirements, and procedures applicable to the project).

**Table ES-2: Standard Existing Regulations, Requirements, and Procedures for Future Development Projects Pursuant to Implementation of the FFTOD Specific Plan**

<b>Key Standard Existing Regulations, Requirements, and Procedures</b>
<ul style="list-style-type: none"> <li>• Adherence to the FFTOD Specific Plan Standards</li> <li>• Los Angeles County Code</li> <li>• California Building Energy Efficiency Standards</li> <li>• Policy EJ-2.4, Green Building Techniques</li> <li>• Hold current certificates of compliance for ARB’s In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]</li> <li>• Los Angeles County’s Construction &amp; Demolition (C&amp;D) Debris Recycling and Reuse Ordinance, Chapter 20.87 of the Los Angeles County Code</li> <li>• Los Angeles County’s Green Building Ordinance</li> <li>• California Code of Regulations Title 20 and Title 24 (California Building Standards Code, including CALGreen)</li> <li>• Construction General Permit and MS4 Permit</li> <li>• California Building Code and Los Angeles County Building Code</li> <li>• Low Impact Development Standards</li> <li>• U.S. Department of Transportation regulations listed in 49 CFR, Hazardous Materials Transportation Act</li> <li>• California Department of Transportation standards</li> <li>• California Vehicle Code (Title 13 of the California Code of Regulations); and Cal/ Occupational Safety and Health Administration standards.</li> <li>• Subtitle C of the Resource Conservation and Recovery Act (40 CFR Part 263)</li> <li>• Los Angeles County Public Works Green Infrastructure Guidelines</li> <li>• Section 12.08.440 of the Los Angeles County Code</li> <li>• Design elements are reviewed and approved by the County Public Works Division and Fire Department prior to the issuance of development permits</li> <li>• Required law enforcement mitigation fees</li> <li>• Construction Traffic Management Plan and Construction Mitigation Plan</li> <li>• Senate Bill 50 school impact fees to the Los Angeles Unified School District</li> <li>• One-time Library Facilities Mitigation Fee from developers</li> <li>• Quimby Fees</li> <li>• Site Access Studies</li> </ul>

Notes:

CFR = Code of Federal Regulations

## **ES.7.2 Impact Summary and Mitigation**

The potential environmental impacts of the project are summarized in Table ES-3 below. This table lists impacts and a summary of the programmatic mitigation measure(s) and an indication of whether the impact would be mitigated to less than significant. The level of significance after mitigation is provided in three major categories: significant impacts that would remain significant even with mitigation (significant and unavoidable impacts), significant impacts that could be mitigated to a level of less than significant, and impacts that would not be significant.

**Table ES-3: Impact Summary and Programmatic Mitigation**

Impact	Programmatic Mitigation Measure	Significance after Mitigation
<b>Aesthetics</b>		
<p><b>AES-1:</b> The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>AES-2:</b> The project would not create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<b>Air Quality</b>		
<p><b>AQ-1:</b> The project would conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD).</p>	<p><b>MM AQ-1:</b> Applicants for future development projects pursuant to implementation of the FFTOD Specific Plan shall require the construction contractor to use equipment that meets the U.S. Environmental Protection Agency (EPA) Tier 4 Final emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to Los Angeles County that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board’s regulations.</p> <p>Prior to issuance of a building permit, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 Final or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by Los Angeles County. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer’s recommendations. In the event that the Lead Agency finds that Tier 4 construction equipment is not feasible pursuant to CEQA Guidelines Section 15364, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the Lead Agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the proposed project, and/or limiting the number of individual construction project phases occurring simultaneously, if applicable.</p>	<p>Significant and unavoidable impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
	<p>Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with California Air Resources Board’s Rule 2449.</p> <p><b>MM AQ-2:</b> Applicants for future development projects pursuant to implementation of the FFTOD Specific Plan shall require the construction contractor to implement the requirements for fugitive dust control under SCAQMD Rule 403 to reduce PM10 and PM2.5 emissions. Los Angeles County shall verify that these measures have been implemented during normal construction site inspections.</p> <ul style="list-style-type: none"> <li>• Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.</li> <li>• During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186–compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.</li> <li>• During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and shall tarp materials with a fabric cover or other cover that achieves the same amount of protection.</li> <li>• During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of twice times per day.</li> <li>• During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.</li> </ul> <p><b>MM AQ-3:</b> Applicants for future development projects pursuant to implementation of the FFTOD Specific Plan shall require the construction contractor to use water-based or “super-compliant” low VOC paints. Super-compliant low VOC paints shall be no more than 10 g/L of VOC. Alternatively, the new development projects may use building materials, such as pre-painted materials that do not require the use of architectural coatings. Prior to issuance of a building permit, the project engineer shall ensure that all building plans clearly specify the use of water-based or “super-compliant” low VOC paints or materials that do not require the use of architectural coatings.</p> <p><b>MM-AQ-7:</b> Prior to issuance of a building permit for new residential projects within the FFTOD Specific Plan, the property owner/developer shall show on the building plans that no fireplaces are included in the design of the dwelling units. Compliance would be ensured through Los Angeles County review prior to the issuance of a building permit.</p>	
<p><b>AQ-2:</b> The project would result in a cumulatively considerable net increase of criteria pollutants (VOC, NOx, PM10, and PM 2.5) for which the project region is</p>	<p>Implementation of Programmatic Mitigation Measures AQ-1 through AQ-3 and AQ-7 is required.</p>	<p>Significant and unavoidable impact</p>



Impact	Programmatic Mitigation Measure	Significance after Mitigation
<p>nonattainment (O3) under an applicable federal or state ambient air quality standard.</p>		
<p><b>AQ-3:</b> The project would expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Implementation of Programmatic Mitigation Measures AQ-1 through AQ-3 and AQ-7 is required.</p> <p><b>MM AQ-4:</b> For future development projects that are one acre or larger, the applicant/developer shall provide modeling of the localized emissions (NOx, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) associated with the maximum daily on-site construction and operational activities for the proposed development. If the modeling shows that emissions would exceed South Coast AQMD’s air quality CEQA localized thresholds for those emissions, as provided in Table 3.2-6 of this Program EIR, mitigation measures should be implemented to reduce these emissions to less than significant levels which may include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>• installing diesel particulate filters or implementing other CARB-verified diesel emission control strategies on all construction equipment to reduce diesel PM emissions</li> <li>• using equipment during time when receptors are not present (e.g., when school is not in session or during nonschool hours, or when office buildings are unoccupied)</li> <li>• establishing staging areas for the construction equipment that are as far as possible from sensitive receptors</li> <li>• communicating requirements through daily kick-off meetings and signage that off-road diesel equipment operators shut down their engines rather than idle for more than 5 minutes</li> <li>• planning construction phasing to minimize overlapping construction activities (e.g., building construction and paving) so that future construction activities continue to move further away from occupied land uses</li> <li>• use on-site cargo and material handling equipment that is the lowest emitting equipment available at the time of occupancy</li> <li>• incorporating exhaust emission controls on mobile and/or stationary sources (e.g., filters, oxidizers)</li> </ul> <p><b>MM AQ-5:</b> When applicable, new development that would result in substantial toxic air contaminant (TAC) emissions directly or indirectly (e.g., industrial sources) or that would expose sensitive receptors to substantial TAC concentrations (e.g., residential land uses located near existing TAC sources) shall implement California Air Resource Board’s (CARB’s) Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) guidance concerning land use compatibility with regard to sources of TAC emissions, or CARB guidance as it may be updated in the future.</p> <p><b>MM AQ-6:</b> For future development projects with the potential to generate substantial TAC emissions or expose sensitive receptors to substantial TAC pollutant concentrations, Los Angeles County shall require a site-specific analysis for construction and/or operational</p>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
	<p>activities, and appropriate mitigation, as necessary, to ensure that sensitive receptors are not exposed to substantial pollutant concentrations. In communication with the SCAQMD, Los Angeles County shall require, if necessary, a site-specific health risk analysis for operational activities to determine whether health risks attributable to future proposed projects in relation to proposed, planned, and/or existing sensitive receptors would exceed applicable thresholds of significance. Site-specific analysis may include screening level analysis, dispersion modeling, and/or a health risk assessment, consistent with applicable guidance from the SCAQMD. Analyses shall take into account regulatory requirements for proposed uses.</p> <p>Los Angeles County shall require the project applicant(s) to identify and implement feasible mitigation measures to reduce any potentially significant effect and communicate with the SCAQMD to identify measures to reduce exposure of sensitive receptors to substantial pollutant concentrations to levels consistent with thresholds recommended by the SCAQMD (Table 3.2-7 of this Program EIR) or as applicable at the time the project is proposed.</p> <p>Agreed upon feasible mitigation actions shall be documented as a project condition of approval. If the results of analysis for the operational activities of any future development project within the FFTOD Specific Plan Area determine that the performance standard for this mitigation would be exceeded, actions shall be taken to reduce potential operational impacts which may include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>• locating air intakes and designing windows to reduce particulate matter exposure by, for example, not allowing windows facing the source to open</li> <li>• providing electrification hook-ups for transport refrigeration units (TRUs) to avoid diesel-fueled TRUs continuing to operate at loading docks during loading and unloading operations</li> <li>• requiring the TAC-generating activity (e.g., loading docks) be located away from sensitive receptors</li> <li>• incorporating exhaust emission controls on mobile and/or stationary sources (e.g., filters, oxidizers)</li> <li>• develop and implement a dock management system at the time of occupancy to minimize on-site idling below regulatory limits</li> <li>• require all on-site user owned and operated trucks with transportation refrigeration units to be capable of plugging into power at loading docks and require plug-in when at the loading dock</li> <li>• use on-site cargo and material handling equipment that is the lowest emitting equipment available at the time of occupancy</li> <li>• evaluate the potential to electrify a portion of entirety of an on-site user-owned and operated truck fleet</li> <li>• evaluate the potential to consolidate delivery or haul truck trips to increase the load and decrease vehicle trips</li> </ul>	

Impact	Programmatic Mitigation Measure	Significance after Mitigation
	<ul style="list-style-type: none"> <li>• provide building air filtration units with a Minimum Efficiency Reporting Value (MERV) that are adequate to address adjacent sensitive land uses according to performance standards of this mitigation measure</li> <li>• ensure adequate distance between existing and planned sensitive receptors and gasoline dispensing facilities, based on the proposed size and design of any gasoline-dispensing facilities</li> <li>• use vegetated buffers between substantial TAC-generating source locations and sensitive receptors</li> </ul> <p>If analysis demonstrates that construction activities associated with development of FFTOD Specific Plan land uses or off-site improvement components would exceed the performance standards identified in this mitigation measure, actions shall be taken to reduce potential construction-related impacts which may include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>• installing diesel particulate filters or implementing other CARB-verified diesel emission control strategies on all construction equipment to reduce diesel PM emissions</li> <li>• using equipment during time when receptors are not present (e.g., when school is not in session or during nonschool hours, or when office buildings are unoccupied)</li> <li>• establishing staging areas for the construction equipment that are as far as possible from sensitive receptors</li> <li>• rerouting construction trucks away from congested streets or sensitive receptor areas</li> <li>• communicating requirements through daily kick-off meetings and signage that off-road diesel equipment operators shut down their engines rather than idle for more than 5 minutes</li> <li>• documenting that all off-road equipment is compliant with the CARB in-use off-road diesel vehicle regulation</li> <li>• establishing an electrical supply to the construction site and use electric-powered equipment instead of diesel-powered equipment or generators, where feasible</li> <li>• using haul trucks with on-road engines instead of off-road engines</li> <li>• equipping nearby buildings with High Efficiency Particle Arresting (HEPA) filters systems at all mechanical air intake points to the building to reduce the levels of diesel PM that enter buildings</li> <li>• planning construction phasing so that future construction activities continue to move further away from occupied land uses</li> <li>• planning construction phasing to complete mass site grading, which typically generates the largest portion of diesel PM emissions, prior to occupancy of the project site</li> </ul>	
<p><b>AQ-4:</b> The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
<b>Cultural Resources</b>		
<p><b>CUL-1:</b> The project may potentially cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.</p>	<p><b>MM CUL-1:</b> For all future development projects pursuant to implementation of the FFTOD Specific Plan that involve ground disturbance and/or alteration of an existing structure, a historical resources assessment shall be performed by an architectural historian or historian meeting the Secretary of the Interior’s (SOI’s) Professional Qualification Standards (SOI Standards) to identify any historical resources that might be directly or indirectly affected. Assessments shall include a database search to determine if any resources potentially affected by the future development project have been designated or evaluated under federal or state designation programs or if any have been documented pursuant to a local historic resources survey effort. The qualified architectural historian or historian shall perform a reconnaissance-and/or intensive-level survey to identify any previously unrecorded potential historical resources that might be affected by the future development project. Surveys shall be performed in accordance with the Office of Historic Preservation guidelines and potential historical resources should be evaluated under a developed historic context, pursuant to the definition of an historical resource under CEQA.</p> <p>The SOI Standards for the Treatment of Historic Properties will be used to the maximum extent practicable to ensure that future development projects involving the relocation, conversion, rehabilitation, or alteration of an historical resource and its settings or related new construction will not impair the significance of the historical resource. Use of the SOI Standards shall be overseen by an architectural historian or historic architect meeting the SOI Professional Qualification Standards. Evidence of compliance with the SOI Standards shall be provided to Los Angeles County in the form of a report identifying character-defining features and specifying how treatment of character-defining features and construction activities will conform to the SOI Standards.</p> <p>While demolition or alteration of an historical resource such that its significance is materially impaired cannot be mitigated to a less-than-significant level, recordation of the resource will reduce significant adverse impacts to historical resources to the maximum extent feasible. Such recordation should be prepared under the supervision of an architectural historian or historian meeting the SOI Professional Qualification Standards and should take the form of Historic American Buildings Survey (HABS) documentation. At a minimum, this recordation should include an architectural and historical narrative; medium- or large-format, black-and-white photographic documentation, including negatives and prints; and supplementary information, such as building plans and elevations and/or historic photographs. The documentation package should be reproduced on archival paper and should be made available to researchers and the public through accession by appropriate institutions such as libraries, the SCCIC, and/or the HABS collection housed in the Library of Congress.</p>	<p>Significant and unavoidable impact</p>
<p><b>CUL-2:</b> The project may cause a substantial adverse change in the significance of an</p>	<p><b>MM CUL-2:</b> Avoidance, preservation, or data recovery shall be conducted for archaeological resources that could be affected by ground disturbing activities and are found to be significant resources. To ensure that future development projects in the FFTOD Specific Plan Area do not</p>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
<p>archaeological resource pursuant to CEQA Guidelines Section 15064.5.</p>	<p>result in significant impacts to pre-historic or historic archaeological resources, the following shall be implemented.</p> <p>Any ground disturbing activities such as installation of utilities, shall be subject to a Phase I cultural resources inventory on a project-specific basis prior to Los Angeles County’ approval of project plans. The study shall be carried out by a qualified archaeologist, defined as an archaeologist meeting the SOI Standards for professional archaeology. The cultural resources inventory would consist of: a cultural resources records search to be conducted at the SCCIC; a Sacred Lands File Search by the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey where deemed appropriate by the archaeologist; and recordation of all identified archaeological resources on California Department of Parks and Recreation 523 forms. If potentially significant cultural resources are encountered during the survey, Los Angeles County shall require evaluation of the resources for their eligibility for listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant. Per CEQA Guidelines Section 15126.4(b)(3), project redesign and preservation in place shall be the preferred means of mitigation to avoid impacts to significant cultural resources, including prehistoric and historic archaeological sites, locations of importance to Native Americans, human remains, historical buildings, structures and landscapes. Methods of avoidance may include, but shall not be limited to, project reroute or redesign, project cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with Los Angeles County, and local Native American representatives expressing interest.</p> <p>During future development project-level construction, should prehistoric or historic subsurface cultural resources are discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist will be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, the archaeologist shall determine—in consultation with Los Angeles County, and local Native American groups expressing interest—appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), project redesign and preservation in place shall be the preferred means to avoid impacts to significant cultural resources. Methods of avoidance may include, but shall not be limited to, project re-route or redesign, project cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures in consultation with Los Angeles County, which may include data recovery or other appropriate measures. All significant cultural materials recovered will be, as necessary and at the discretion of the consulting archaeologist and in consultation with local Native American groups expressing</p>	

Impact	Programmatic Mitigation Measure	Significance after Mitigation
	interest, subject to scientific analysis, professional museum curation, and documentation according to current professional standards.	
<p><b>CUL-3:</b> The project may directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p><b>MM CUL-3:</b> Applicants for future development projects pursuant to the implementation of the FFTOD Specific Plan shall retain a qualified paleontologist (in accordance with the Society of Vertebrate Paleontologists) to monitor all ground-disturbing activities in native soils or sediments beginning at 5 feet below ground surface and deeper. If upon observing initial earthwork the paleontologist determines that there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to Los Angeles County confirming findings of low potential. If upon observing initial earthwork the paleontologist determines there is a moderate to high potential for discovery, a qualified paleontologist or paleontological monitor (retained by Los Angeles County) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formation sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface; or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.</p> <p>If any paleontological resources (i.e., fossils) are uncovered during construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and Los Angeles County shall be immediately notified. The qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further, ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, the qualified paleontologist, and Los Angeles County regarding the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.</p> <p>Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation. Screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.</p> <p>Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by Los Angeles County. The paleontological</p>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
	<p>program shall include a written repository agreement prior to the initiation of mitigation activities.</p> <p>A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by Los Angeles County, shall signify satisfactory completion of this program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.</p>	
<p><b>CUL-4:</b> The project would not disturb any human remains, including those interred outside of formal cemeteries.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<b>Energy</b>		
<p><b>ENE-1:</b> The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>ENE-2:</b> The project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<b>Geology and Soils</b>		
<p><b>GEO-1:</b> The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: seismic-related ground failure, including liquefaction.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>GEO-2:</b> The project would not result in substantial soil erosion or the loss of topsoil.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>GEO-3:</b> The project would not be situated 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?</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>GEO-4:</b> The project would not be situated on expansive soil, as defined in Table 18-1-B of</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		
<b>Greenhouse Gases</b>		
<b>GHG-1:</b> The project may generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Refer to Programmatic Mitigation Measures AQ-7.	Less than significant impact
<b>GHG-2:</b> The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	No programmatic mitigation measures are required.	Less than significant impact
<b>Hazards and Hazardous Materials</b>		
<b>HAZ-1:</b> The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	No programmatic mitigation measures are required.	Less than significant impact
<b>HAZ-2:</b> The project may create a potentially significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	<b>MM HAZ-1:</b> Prior to the issuance of a demolition permit, a survey shall be required to characterize the potential exposure and prevent the potential release of asbestos-containing materials (ACM) and lead-based paint (LBP) associated with individual future development projects pursuant to implementation of the FFTOD Specific Plan. Inspections and surveys shall be conducted by a licensed or certified lead inspector/assessor and by a California Certified Asbestos Consultant.	Less than significant impact
<b>HAZ-3:</b> Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	No programmatic mitigation measures are required.	Less than significant impact
<b>HAZ-4:</b> The project may be situated on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 which may create a potentially significant hazard to the public or the environment as a result.	<b>MM HAZ-2:</b> Applicants for future development projects on former or industrial sites, shall prepare and submit a Phase I Environmental Site Assessment (ESA) to Los Angeles County to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by an Environmental Professional in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.13, “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.” If recognized environmental conditions related to soils or groundwater are identified in the Phase I ESA, the project applicant shall have soil and soil gas sampling performed, as required, as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and	Less than significant impact



Impact	Programmatic Mitigation Measure	Significance after Mitigation
	<p>local agency requirements and with the oversight of the California DTSC, RWQCB, LACoFD, etc. All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading.</p> <p>Each Phase I ESA conducted for projects that involve demolition activities shall include an inspection for lead-based paint conducted by a licensed or certified lead inspector/assessor and a survey for asbestos-containing materials conducted by a California Certified Asbestos Consultant.</p> <p>Prior to the issuance of building permits, a report documenting the completion, results, and follow-up remediation on the recommendations—if any—shall be provided to the Los Angeles County evidencing that all site remediation activities have been completed.</p>	
<p><b>HAZ-5:</b> Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>Hydrology and Water Quality</b></p>		
<p><b>HWQ-1:</b> Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>HWQ-2:</b> The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>HWQ-3:</b> The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off site.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>HWQ-4:</b> The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
<p>Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site.</p>		
<p><b>HWQ-5:</b> The project may substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner that would create or contribute to runoff water and exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p><b>MM HYD-1:</b> Prior to the issuance of a grading permit for any future development project having a direct connection to Hooper Avenue Drain or that is tributary to Glen Avenue Drain, the project applicant/developer shall submit a site-specific infrastructure assessment for review and approval by Los Angeles County Public Works. The infrastructure assessment shall be sufficient for Los Angeles County Public Works to make the determination of whether drainage improvements or upgrades would be required as part of the development project. To assist in this determination, the site-specific infrastructure assessment shall include a detailed drainage analysis, including the consideration of drainage solutions (such as retention-based stormwater quality control measures on site or within public rights-of-way) that allow area drains to function within designed capacity, and/or system capacity improvements.</p>	<p>Less than significant impact</p>
<p><b>HWQ-6:</b> The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>Land Use and Planning</b></p>		
<p><b>LUP-1:</b> The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>Noise</b></p>		
<p><b>NOI-1:</b> The project may result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p><b>MM NOI-1:</b> At the project level, future development projects pursuant to implementation of the FFTOD Specific Plan shall be required to execute the following actions when key scenarios have the potential to occur:</p> <ul style="list-style-type: none"> <li>• Proposed single-family homes with exterior areas exposed to noise levels greater than 60 dBA, CNEL and multifamily residences with exterior areas exposed to noise levels greater than 65 dBA, CNEL shall incorporate noise mitigation in the form of setbacks, noise barriers, or other methods to achieve compliance with Los Angeles County’ exterior noise standards.</li> <li>• For future development projects without exterior use areas but expose exterior facades of noise-sensitive spaces to noise levels greater than 65 dBA, CNEL,</li> </ul>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
	project applicants shall demonstrate that the acoustic performance of the building shell meets or exceeds California Building Code requirements. Project applicants shall demonstrate compliance with the above through the preparation of an acoustical assessment.	
<p><b>NOI-2:</b> The project may result in the generation of excessive groundborne vibration or groundborne noise levels.</p>	<p><b>MM NOI-2:</b> At the project level, prior to the approval of a grading permit or building permit, operation of typical construction equipment (e.g., any equipment excluding impact pile drivers) shall be prohibited within 25 feet of receiving structures. If construction equipment is required within 25 feet of receiving structures, project applicants shall demonstrate vibration levels will not exceed 0.1 PPV in/sec at any occupied residential properties and 0.3 PPV in/sec at any existing structure (a limit which may be increased to 0.5 PPV in/sec for newer residential and modern commercial buildings). For any future development project that proposes construction activities within 25 feet of a structure, project applicants shall demonstrate compliance with the above through the preparation of a vibration assessment.</p>	<p>Less than significant impact</p>
<b>Population and Housing</b>		
<p><b>POP-1:</b> The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>POP-2:</b> The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<b>Public Services</b>		
<p><b>PUB-1:</b> The project would not create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered fire or police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>PUB-2:</b> The project would not create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered school, library, or other public facilities in order</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
to maintain acceptable service ratios or other performance objectives.		
<b>Recreation</b>		
<b>REC-1:</b> The project would not 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.	No programmatic mitigation measures are required.	Less than significant impact
<b>REC-2:</b> The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	No programmatic mitigation measures are required.	Less than significant impact
<b>REC-3:</b> The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks.	No programmatic mitigation measures are required.	Less than significant impact
<b>Transportation</b>		
<b>TRA-1:</b> The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No programmatic mitigation measures are required.	Less than significant impact
<b>TRA-2:</b> The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	No programmatic mitigation measures are required.	Less than significant impact
<b>TRA-3:</b> The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No programmatic mitigation measures are required.	Less than significant impact
<b>TRA-4:</b> The project would not result in inadequate emergency access.	No programmatic mitigation measures are required.	Less than significant impact

Impact	Programmatic Mitigation Measure	Significance after Mitigation
<b>Tribal Cultural Resources</b>		
<p><b>TCR-1:</b> The project may cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k).</p>	<p>Refer to Programmatic Mitigation Measures CUL-1 through CUL-3 from Section 3.3, Cultural Resources.</p>	<p>Less than significant impact</p>
<p><b>TCR-2:</b> The project may cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.</p>	<p>Refer to Programmatic Mitigation Measures CUL-1 through CUL-3 from Section 3.3, Cultural Resources.</p>	<p>Less than significant impact</p>
<b>Utilities and Service Systems</b>		
<p><b>USS-1:</b> The project may require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.</p>	<p><b>MM-USS-1:</b> Prior to the issuance of a grading permit for mixed use parcels and medium density or higher residential parcels that include several buildings serviced by one meter location, the project applicant/developer shall submit a site-specific infrastructure assessment to confirm the efficacy of the infrastructure to meet the increased demand, in accordance with Golden State Water Company requirements, Los Angeles County development regulations, and the California Subdivision Map Act.</p> <p>The Golden State Water Company Florence-Graham District Urban Water Management Plan last updated in 2015 shall be consulted for all water system upgrade considerations.</p> <p><b>MM-USS-2:</b> Prior to the issuance of a grading permit for any future development project having a direct connection to any sewer, the project applicant/developer shall submit a site-specific infrastructure assessment for review and approval by the Los Angeles County Public</p>	<p>Less than significant impact</p>

Impact	Programmatic Mitigation Measure	Significance after Mitigation
	<p>Works. The infrastructure assessment shall be sufficient for Los Angeles County Public Works to make the determination of whether sewer improvements or upgrades would be required as part of the development project. To assist in this determination, the site-specific infrastructure assessment shall include a detailed sewer area analysis that addresses increased zoning density/intensity.</p> <p><b>MM-USS-3:</b> New development or redevelopments pursuant to implementation of the FFTOD Specific Plan shall be responsible for upgrades and undergrounding of distribution lines as determined by SCE in coordination with Los Angeles County Public Works after building plan submittal. Underground electricity is more reliable, safer, and more aesthetically pleasing. Ultimately, SCE and CPUC will determine which overhead sections will be relocated underground; electric supply and demand are generally determined on a case-by-case basis.</p> <p>Developers shall be responsible for the costs of required undergrounding and may also be required to bear the costs for extending streetlights or modifying traffic signals. Los Angeles County Public Works will determine streetlight and traffic signal modifications for new and redevelopments in accordance with Los Angeles County development requirements.</p> <p>CPUC Rule 20A provides funding for undergrounding of utilities (including communications) through “work credits” given by the utility company to the cities or unincorporated counties on a yearly basis. These work credits can be used in areas determined to be in the “public interest.” The following are “Public Interest” criteria:</p> <ul style="list-style-type: none"> <li>• Eliminate an unusually heavy concentration of overhead lines</li> <li>• Involve a street or road with a high volume of public traffic</li> <li>• Benefit a civic or public recreation area or area of unusual scenic interest</li> <li>• Be listed as an arterial street or major collector as defined by the governor’s OPR Guidelines</li> </ul> <p>Community and local governments determine these criteria through public hearings and consultation with the local utility. Full funding of an overhead distribution line to underground requires successful “public interest” determination, collection of enough Rule 20A work credits by the utility (including a possible 5-year “borrow forward” if required), and the creation of a utility underground district.</p> <p>The following areas deserve some consideration for a Rule 20A undergrounding process:</p> <ul style="list-style-type: none"> <li>• Gage Avenue—Strip mall development between Hooper Avenue and Compton Avenue resulted in removal of power lines from that section. Removing remaining overhead lines from this arterial would be a public benefit.</li> </ul>	

Impact	Programmatic Mitigation Measure	Significance after Mitigation
	<ul style="list-style-type: none"> <li>• Alameda Street—Entire length of major collector north of 92nd Street has overhead lines; Alameda serves as a gateway to the area from the east. Removal of overhead lines would be a public benefit.</li> <li>• Hooper Avenue—Important thoroughfare from Slauson Avenue to Nadeau Street. Removal of overhead lines would greatly beautify and secure the western side of the FFTOD Specific Plan Area.</li> <li>• Nadeau Street—There are overhead lines on this important central collector starting east of Holmes Avenue/Franklin D. Roosevelt Park. Removal of these lines would greatly improve the eastern half of the FFTOD Specific Plan Area.</li> </ul> <p>Refer to Programmatic Mitigation Measure HYD-1 from Section 3.8, Hydrology and Water Quality.</p>	
<p><b>USS-2:</b> The project may have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.</p>	<p>Refer to Programmatic Mitigation Measures USS-1 through USS-3 and MM HYD-1 from Section 3.8, Hydrology and Water Quality.</p>	<p>Less than significant impact</p>
<p><b>USS-3:</b> The project may result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.</p>	<p>Refer to Programmatic Mitigation Measures USS-1 through USS-3 and MM HYD-1 from Section 3.8, Hydrology and Water Quality.</p>	<p>Less than significant impact</p>
<p><b>USS-4:</b> The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>
<p><b>USS-5:</b> The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.</p>	<p>No programmatic mitigation measures are required.</p>	<p>Less than significant impact</p>

Notes:

- AQMD = Air Quality Management District
- AVAQMD = Antelope Valley AQMD
- CRHR = California Register of Historical Resources
- EPA = Environmental Protection Agency
- g/L = grams per liter
- PRC = Public Resources Code
- SCAQMD = South Coast AQMD
- VOC = volatile organic compound

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## 1.0 INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared by the Los Angeles County Department of Regional Planning, pursuant to the applicable provisions of the California Environmental Quality Act (CEQA) and its implementing guidelines, known as the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387). Los Angeles County is the lead agency for this EIR (State Clearinghouse Number 2021030300), which examines the potential physical impacts to the environment as a result of the proposed Slauson Station Transit Oriented Community (TOC) Specific plan, aka Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan), which encompasses the entire Los Angeles County unincorporated community of Florence-Firestone of approximately 3.48 square miles.

This Draft EIR evaluates impacts that could result from implementation of the proposed FFTOD Specific Plan as compared to existing conditions. CEQA requires that before a decision can be made to approve a project with potentially significant environmental impacts, an EIR must be prepared that fully describes the environmental impacts of the project and identifies feasible mitigation measures for significant impacts. The EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of a project, to recommend mitigation measures to lessen or eliminate adverse impacts, and to examine feasible alternatives to the project. The information contained in this Draft EIR is to be reviewed and considered by the governing agency prior to the ultimate decision to approve, disapprove, or modify the project.

### 1.1 TYPE AND PURPOSE OF THIS EIR

This EIR is a program EIR prepared in accordance with CEQA Guidelines Section 15168. Although the legally required contents of a program EIR are the same as for a project EIR, program EIRs are typically more conceptual than project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a program EIR has been prepared, later activities in the program must be evaluated to determine whether an additional CEQA document is necessary. However, if the program EIR addresses the program's effects as specifically and comprehensively as possible, many later activities may be within the program EIR's scope, and additional environmental documents may not be required (Guidelines Section 15168[c]). When a lead agency relies on a program EIR for a later activity, it must incorporate feasible mitigation measures and alternatives from the program EIR into the later activities (Guidelines Section 15168[c][3]). If a later activity would have effects

outside the scope of the program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the program EIR still serves a valuable purpose as the first-tier environmental analysis.

The mitigation measures described in this document are for a program-level decision (referred to as “programmatic mitigation measures”) and are intended to be used to avoid, minimize, or reduce potentially significant environmental impacts of future development projects pursuant to implementation of the FFTOD Specific Plan. Project-level activities will undergo future environmental analysis as required by CEQA and when tiering from this EIR. As part of these second-tier environmental reviews, the individual project applicants—in coordination with Los Angeles County—will use the programmatic mitigation measures identified in this program document as starting points to determine their applicability to a specific project and to develop additional or more specific mitigation measures (as necessary) for significant adverse impacts identified in the project-specific analysis associated with their specific location and type of action. The CEQA monitoring process includes review, guidance, and reporting components. Second-tier document individual project applicants—in coordination with Los Angeles County—will note which applicable programmatic mitigation measures are being adopted and used and explain why others are not. In coordination with Los Angeles County, individual project applicants will provide a schedule for implementing the adopted mitigation measures and for reviewing the implementation of those measures.

## **1.2 PROJECT OVERVIEW**

The proposed FFTOD Specific Plan will implement the Los Angeles County General Plan 2035 (General Plan) Transit Oriented District (TOD) Program. Transit oriented districts are defined in the General Plan as the area within a 0.5-mile radius of transit stations. In the Florence-Firestone community there are three LA Metro A (Blue) Line stations: the Slauson, Florence, and Firestone stations. The goals of the FFTOD Specific Plan are to create transit-accessible housing development; increase job-generating uses and economic activity; develop a safe and attractive transportation network; increase walking, bicycling, and transit ridership; and streamline the environmental review process for future development projects in the community.

The FFTOD Specific Plan would amend the land use designations and establish new zones, primarily within the 0.5 mile TOD area of the three LA Metro A Line stations, which include land use, development standards and design standards appropriate for meeting the planned density and intensity in alignment with the General Plan Land Use Designations. The FFTOD Specific Plan proposes the following nine new zones: Industrial Flex (IF), Mixed-Use 1 (MU-1), Mixed-Use 2 (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM), and Residential Slauson Station (RSS). These zone names/titles are subject to change to align with Los Angeles County naming conventions as the FFTOD Specific Plan is further developed. New development standards for zones would also include setback and parking standards to address mobility issues in the community. The project would also rezone sites identified for the Regional Housing Needs Assessment by the Housing Element update.

In addition to establishing new zones and rezoning sites as described above, the project would amend and incorporate the standards of the Florence-Firestone Community Standards District into

the FFTOD Specific Plan. Incorporation of the Florence-Firestone Community Standards District would allow all the land use regulations applicable to the Florence-Firestone community to be provided in a single document for ease of review and implementation.

See Chapter 2, Project Description, for a more detailed description of the FFTOD Specific Plan Area and its location.

### 1.3 THE CEQA EIR PROCESS

On March 15, 2021, Los Angeles County issued a Notice of Preparation (NOP) and Initial Study in accordance with CEQA Guidelines Section 15082 that was sent to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties. The NOP and Initial Study were circulated for 30 days, until April 14, 2021. The NOP requested those agencies with regulatory authority over any aspect of the project to review the issues that would be addressed in the Draft EIR and to identify any additional relevant environmental issues that should be addressed.

Comment letters were received by Los Angeles County from six agencies, two organizations, and six individuals in response to the NOP and Initial Study. The NOP, Initial Study, and comment letters are provided in Appendix A. A general summary of the areas of concern raised in these letters is provided in Table 1-1.

**Table 1-1: Summary of Comments in Response to the NOP and Initial Study**

Commenter/Date	Summary of Comment	Location of Discussion
<b>State Agencies</b>		
Department of Transportation (Caltrans) District 7 March 26, 2021	The comment letter recommends that other mobility improvements be implemented outside of widening sidewalks and expanding right-of-way or private setback conditions. The comment recommends narrowing or eliminating car travel lanes to allow for calmer traffic and shorter crossing distances. The comment letter also encourages the lead agency to eliminate parking requirements altogether and to implement Transportation Demand Management strategies as an alternative to building excessive car parking.	Section 3.14, Transportation
<b>Regional Agencies</b>		
South Coast Air Quality Management District April 6, 2021	The comment letter recommends that the lead agency use South Coast AQMD’s CEQA Air Quality Handbook, Air Quality and Land Use Handbook, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, and CalEEMod2 as guidance when preparing the air quality and greenhouse gas analyses. The comment letter also recommends following South Coast AQMD’s CEQA regional pollutant emissions significance thresholds and to consider impacts from both construction and operation. The comment letter also states that if the project results in significant adverse air quality impacts, all feasible mitigation measures that go beyond what is required by law be used to minimize these impacts, and any impacts resulting from mitigation measures must also be analyzed.	Section 3.2, Air Quality

Committer/Date	Summary of Comment	Location of Discussion
<b>Local Agencies</b>		
County of Los Angeles, Department of Parks and Recreation April 7, 2021	The comment letter recommends changes in language for the Los Angeles County ratio of park space to residents and for the very high park need of Florence-Firestone.	Section 3.13, Recreation
County of Los Angeles, Fire Department March 30 and April 6, 2021	The comment letter includes recommendations and requirements from the Land Development Unit for Fire Apparatus Access Roads, fire lanes, clearance for fire hydrants, and vehicular access, as well as the Forestry Division for a Los Angeles County Oak Tree Ordinance permit.	Section 3.12, Public Services Section 5.1, Effects Found Not to Be Significant
County of Los Angeles, Sheriff’s Department April 14, 2021	The comment letter states that the project would increase daily population in Los Angeles Sanitation District’s service area and the anticipated ridership, which would potentially require additional personnel, staff, vehicles, and/or equipment. The comment letter recommends that analysis be completed to properly address proposed individual and cumulative impacts related to population growth and identify safety concerns. In addition, the comment letter recommends that development from the project follows the general principles of Crime Prevention through Environmental Design.	Section 3.12, Public Services
County of Los Angeles, Department of Public Health, Division of Environmental Health April 22, 2021	The comment letter states that the County of Los Angeles Department of Public Health, Division of Environmental Health does not have any comments on the project.	Not Applicable
<b>Organizations</b>		
Communities for a Better Environment April 19, 2021	The comment letter recommends that the project use anti-displacement strategies to ensure community stability, including public participation, affordable housing, a traffic and parking study, and literature reviewing benefits and costs of the project for the community. The comment letter suggests a thorough analysis for soil contamination and hazardous waste, as well as groundwater contamination and water quality. The comment letter recommends additional analysis on impacts for park equity, the Florence-Firestone library, and historic places.	Section 3.3, Cultural Resources Section 3.5, Geology & Soils Section 3.7, Hazards & Hazardous Materials Section 3.8, Hydrology & Water Quality Section 3.11, Population & Housing Section 3.12, Public Services Section 3.13, Recreation Section 3.14, Transportation
Los Angeles Conservancy April 14, 2021	The comment letter recommends that the project conduct a Historic Resources Survey that includes a community outreach component and to explore historic designation of identified properties of interest and the potential historic district along Miramonte Boulevard. The comment letter recommends additional preservation alternatives to be evaluated and considered, and to examine the feasibility of adaptive reuse, modifications to zoning/land use, and introduction of incentive mechanisms in conjunction with the goals and objectives for the FFTOD. The comment letter requests a meeting with both Los Angeles County and Florence-Firestone advocates.	Section 3.3, Cultural Resources

Committer/Date	Summary of Comment	Location of Discussion
<b>Individuals</b>		
Brian Wong April 2, 2021	The commenter expresses interest in the project and asks if there are population growth estimates associated with implementation of the FFTOD Specific Plan.	Section 3.11, Population & Housing
Ashley Orona April 14, 2021	The commenter shares concerns regarding lack of parking and recommends a parking study, building height and privacy, and relocation of the Florence Library. The comment letter recommends that rezoning should be limited to main streets and rezoning should be avoided for culturally significant buildings. The comment letter includes a list of these buildings.	Section 3.3, Cultural Resources Section 3.9, Land Use Section 3.11, Population & Housing Section 3.12, Public Services Section 3.14, Transportation
Astrid Campos April 14, 2021	The commenter shares concerns regarding building height for privacy, rezoning of Miramontes, parking, pollution, traffic, Florence Library, ground-borne vibration, and rezoning of residential areas.	Section 3.3, Cultural Resources Section 3.9, Land Use Section 3.10, Noise Section 3.11, Population & Housing Section 3.12, Public Services Section 3.14, Transportation
Mia Martinez April 14, 2021	The commenter shares concerns regarding gentrification and displacement and recommends using the median income of the community from the U.S. Census.	Section 3.9, Land Use Section 3.11, Population & Housing
Silvia Trevino April 14, 2021	The commenter shares concerns regarding the need for more affordable housing for the unhoused and residents in the community of Florence-Firestone. The commenter recommends the following issues be addressed: parking crises, improvements in electric and internet utilities, increases in community resources for public facilities, and minimizing displacement and gentrification.	Section 3.3, Cultural Resources Section 3.9, Land Use Section 3.11, Population & Housing Section 3.12, Public Services Section 3.14, Transportation
Yanel Saenz April 14, 2021	The commenter recommends that more outreach be coordinated for the project. The commenter states that Roosevelt Park pedestrian bridge, the Firestone LA Metro Station, and the Slauson LA Metro Station provides scenic vistas and should be considered for aesthetics. The commenter recommends that: historic properties should not be rezoned and includes a list of these properties, Florence Library should be relocated, and residential zoning changes should consider more outreach and mitigate for displacement and gentrification.	Section 3.1, Aesthetics Section 3.3, Cultural Resources Section 3.9, Land Use Section 3.10, Noise Section 3.11, Population & Housing Section 3.12, Public Services Section 3.14, Transportation

Notes:

CEQA = California Environmental Quality Act  
 FFTOD = Florence-Firestone Transit Oriented District  
 NOP = Notice of Preparation

In addition, an online public scoping meeting was held on March 25, 2021, at 5:00 p.m. via Zoom. The intent of the scoping meeting was to solicit written comments regarding the environmental issues that should be evaluated in the Draft EIR. A summary of the scoping meeting and comments received at the scoping meeting are provided in Table 1-2.

**Table 1-2: Summary of Comments from Scoping Meeting**

Summary of Comments/Questions	Location of Discussion
Comments/questions were expressed about the industrial flex zone and other concurrent housing projects with concerns for parking and traffic studies. Question was asked about effects on commercial or industrial businesses within the 0.5-mile radius of the LA Metro stations.	Section 3.9, Land Use Section 3.11, Population & Housing Section 3.14, Transportation
Comments/questions were expressed about adding green space and trees to mitigate air pollution.	Section 3.2, Air Quality
Comments/questions were expressed about density increases, housing units, locations, and affordable housing requirements. Question was asked about lowering median income for affordable housing requirements. Question was asked more information for the housing element.	Section 3.11, Population & Housing
Comments/questions were made about FFTOD Specific Plan distribution. Comment was made about residents needing more outreach and mailings, an extended comment period, and more opportunities for community involvement. Comment was made about level of awareness within the Florence-Firestone community regarding zone changes. Question was asked about informing homeowners of zone changes.	The Draft FFTOD Specific Plan will be available for public review along with the Draft EIR.
Comments/questions were made about relocating the Florence Library.	Section 3.12, Public Services
Comments/questions were made about aesthetics and scenic impacts on Roosevelt Park Pedestrian Bridge, which a commenter stated is a scenic resource.	Section 3.1, Aesthetics
Comments/questions were made about cultural resources and historic properties and that they should not be impacted.	Section 3.3, Cultural Resources
Comments/questions were made about noise and ground-borne vibration for homes within a 0.5-mile radius of trains.	Section 3.10, Noise

## 1.4 PUBLIC REVIEW OF THE DRAFT EIR

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review on the project website: <https://planning.lacounty.gov/fftod>.

Interested parties may provide written comments on the Draft EIR. Written comments should be addressed to:

Patricia Hachiya, Supervising Regional Planner  
 County of Los Angeles  
 Department of Regional Planning  
 320 W. Temple Street  
 Los Angeles, California 90012  
 Telephone: (213) 974-6316  
 Fax: (213) 626-0434  
 Email: [phachiya@planning.lacounty.gov](mailto:phachiya@planning.lacounty.gov)

On completion of the 45-day review period, written responses to all comments on the environmental issues discussed in the Draft EIR will be prepared and incorporated into a Final EIR. Furthermore, written responses to comments received from any state agencies will be made available to those agencies at least 10 days prior to the public hearing at which certification of the

Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by Los Angeles County, as well as other responsible agencies under CEQA. The Final EIR may also contain corrections and additions to the Draft EIR and other information relevant to the environmental issues associated with the project. All persons who comment on the Draft EIR will be notified of the availability of the Final EIR and the date of any public hearing(s).

## 1.5 ORGANIZATION OF THIS DRAFT EIR

In accordance with the CEQA Guidelines, this Draft EIR addresses the potential environmental impacts of the project and was prepared following input from the public and the responsible and affected agencies, through the CEQA environmental process. The content and format of this Draft EIR meets the current requirements of CEQA and the CEQA Guidelines.

The Draft EIR is organized into the following chapters. To help the reader locate information of particular interest, a brief summary of the contents of each chapter of the Draft EIR is provided below:

- **Executive Summary:** This chapter provides a brief summary of the FFTOD Specific Plan Area, the project, and alternatives. The Executive Summary culminates with Table ES-1, Summary of Environmental Impacts and Mitigation Measures. This table lists each identified environmental impact, proposed mitigation measure (if any), and the level of significance after implementation of each mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be less than significant or significant and unavoidable.
- **Chapter 1—Introduction:** This chapter provides an overview of the project, the purpose and use of the Draft EIR, the scope of this Draft EIR, a summary of the legal authority for this Draft EIR, a summary of the environmental review process for the EIR, and the general format of the document.
- **Chapter 2—Project Description:** This chapter provides a detailed description of the project. The description also includes the project goals and objectives.
- **Chapter 3—Environmental Setting, Impacts, and Mitigation Measures:** This chapter provides a discussion of the setting (existing conditions) including existing regulations, the environmental impacts including potential cumulative impacts that could result from the project, and the mitigation measures that would reduce or eliminate the identified adverse impacts. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable. Adopted regulations, which serve to reduce potential adverse effects that the project would be required to comply with, are discussed as appropriate.
- **Chapter 4—Alternatives:** This chapter describes and analyzes a reasonable range of alternatives to the project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the project.
- **Chapter 5—Other CEQA Considerations:** This chapter provides a discussion of various CEQA-mandated considerations including a summary of significant and unavoidable impacts, growth-inducing impacts, and significant irreversible changes.
- **Chapter 6—List of Preparers:** This chapter lists authors of the Draft EIR and Los Angeles County staff that assisted with the preparation and review of this document.
- **Chapter 7—Acronyms and Abbreviations:** This chapter provides a list of the acronyms used throughout this Draft EIR.

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## 2.0 PROJECT DESCRIPTION

### 2.1 INTRODUCTION

The Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) would establish transit-oriented development policy direction, development standards, and implementation programs for the Florence-Firestone community as part of the Los Angeles County Transit Oriented District (TOD) Program of the Los Angeles County 2035 General Plan (General Plan). The TOD Program establishes transit oriented districts, defined as the approximately 0.5-mile radius around transit stations, as locations to encourage infill development with pedestrian-friendly and community-serving uses near transit stops. This focused, transit-oriented development is intended to increase living and working opportunities near transit and encourage increased walking, bicycling, and transit use. (Los Angeles County 2015). The FFTOD Specific Plan would build from the 2019 Florence-Firestone Community Plan (FFCP) by creating actions to achieve some of the FFCP policies and implement the broader TOD and sustainability goals of Los Angeles County.

California law requires that cities and counties zone land to encourage and facilitate their fair share of housing growth—referred to as the Regional Housing Needs Assessment (RHNA) (Los Angeles County 2014). The FFTOD Specific Plan would provide the opportunity to create new affordable units to accommodate the needs of the residents. The FFTOD Specific Plan would help implement the Housing Element of the General Plan by rezoning parcels identified as housing sites to satisfy the RHNA.

Consistent with these General Plan policies and programs, the FFTOD Specific Plan would implement transit oriented district development by establishing zones that identify permitted land uses and objective development standards such as density, intensity, building height, and setbacks by zone; providing additional design standards such as pedestrian design, building design, open space and landscaping, and parking for all zones; modifying county-wide base zones applicable in Florence-Firestone; and identifying multi-modal improvements to support walking, bicycling, and transit use in balance with private vehicles; and address infrastructure requirements associated with future development.

This chapter provides a detailed description of the project, including the location, existing characteristics of the FFTOD Specific Plan Area, the objectives and guiding principles of the FFTOD Specific Plan, the actions proposed by the FFTOD Specific Plan, and the required discretionary approvals.

## 2.2 PROJECT LOCATION AND EXISTING CHARACTERISTICS

### 2.2.1 Florence-Firestone Community

The proposed FFTOD Specific Plan Area encompasses the Los Angeles County unincorporated community of Florence-Firestone. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.48 square miles. The area is bound by the city of Los Angeles to the north, south, and west; the cities of Huntington Park and South Gate as well as the unincorporated community of Walnut Park are to the east. The LA Metro A (Blue) Line

connects downtown Los Angeles to Long Beach and has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone stations). LA Metro operates numerous bus routes in the community. Three freeways (Interstate [I]-110, I-105, I-10) are within a 2.5-mile radius of the community. The regional location of the FFTOD Specific Plan Area is shown in Figure 2-1 and the project location is shown in Figure 2-2. Existing land uses in the FFTOD Specific Plan Area include low and medium density residential, commercial, light and heavy industrial, mixed uses, parks, and public facilities.

## 2.2.2 Specific Plan Area

The FFTOD Specific Plan Area boundary is consistent with the FFCP boundary and consistent with the extents of the Florence-Firestone community. Generally, the FFTOD Specific Plan Area is bounded on the north by Slauson Avenue; on the west by S Central Avenue from Slauson Avenue to E 103rd Street; on the east by Wilmington Avenue, Santa Fe Avenue, and S Alameda Street; and on the south by E 103rd Street and E 92nd Street.

The community includes three LA Metro A (Blue) Line Stations; the Slauson, Florence, and Firestone stations. The 0.5-mile radius around each of these stations is considered the TOD area for that station. In 2019, the Slauson Station had an average daily ridership of 1,850; Florence Station had an average daily ridership of approximately 2,342; and Firestone Station had an average daily ridership of 3,214 (DRP 2020a).

Major streets in the Slauson Metro A Line area include Slauson Avenue, Gage Avenue, Compton Avenue, Miramonte Boulevard, and Holmes Avenue. The Slauson Metro A Line Station is configured as an aerial station, with pedestrian access available from the east side via Slauson Avenue. Overall access to this station is highly constrained based on location, configuration, the presence of the rail line immediately north of Slauson Avenue, and the limited residential or commercial uses in the 0.5-mile TOD area (DRP 2020b). The Slauson Station is also the future home of a new West Santa Ana Branch light rail station; this transit corridor is planned to connect southeast Los Angeles County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, and the Florence-Firestone Community. Metro is also planning the Rail-to-River corridor that will extend along Slauson Avenue in the transit oriented district area, but outside the FFTOD Specific Plan boundary.

Major streets in the Florence Metro A Line area include Florence Avenue, Nadeau Street, Compton Avenue, and Miramonte Boulevard. The Florence Metro A Line Station is configured as an at-grade station with pedestrian access from the east side of the Metro rail line via Florence Avenue, and a Metro Park & Ride surface parking lot for transit riders.

Major streets in the Firestone Metro A Line Station area include Firestone Boulevard and Compton Avenue. Firestone Metro A Line Station is configured as an aerial station with pedestrian access from the east side of the Metro rail line via Graham Avenue; access is not available from Colonel Leo H. Washington Park, immediately west of the station.

Existing conditions and uses are varied throughout the FFTOD Specific Plan Area with residential uses being the dominant use by land area. The major corridors in the FFTOD Specific Plan Area include Compton Avenue, Florence Avenue, Nadeau Street, and Firestone Boulevard, and are characterized by low-scale commercial and industrial uses on small lots. Although the Compton

Avenue corridor has been designated as commercial, a variety of single-family detached homes remain fronting the corridor, increasing in frequency south of Florence Avenue. The Slauson Avenue corridor is characterized by a variety of commercial properties including general commercial, automobile-related, and retail and restaurants, as well as industrial. The Florence Avenue corridor is characterized by a variety of commercial uses in a range of small to medium parcel sizes. This corridor was redesignated as mixed use as part of the 2019 FFCP, providing an opportunity for these generally low-intensity uses to be redeveloped as mixed use, inclusive of residential uses. The existing general plan land use designations for the area are shown in Figure 2-3.

## 2.3 PROJECT OBJECTIVES

The project objectives are to:

- Enable more opportunities for affordable housing
- Encourage transit oriented development and promote active transportation
- Improve access to the three LA Metro A (Blue) Line Stations (Slauson, Florence, and Firestone)
- Reduce vehicle miles traveled
- Streamline the environmental review of future development projects

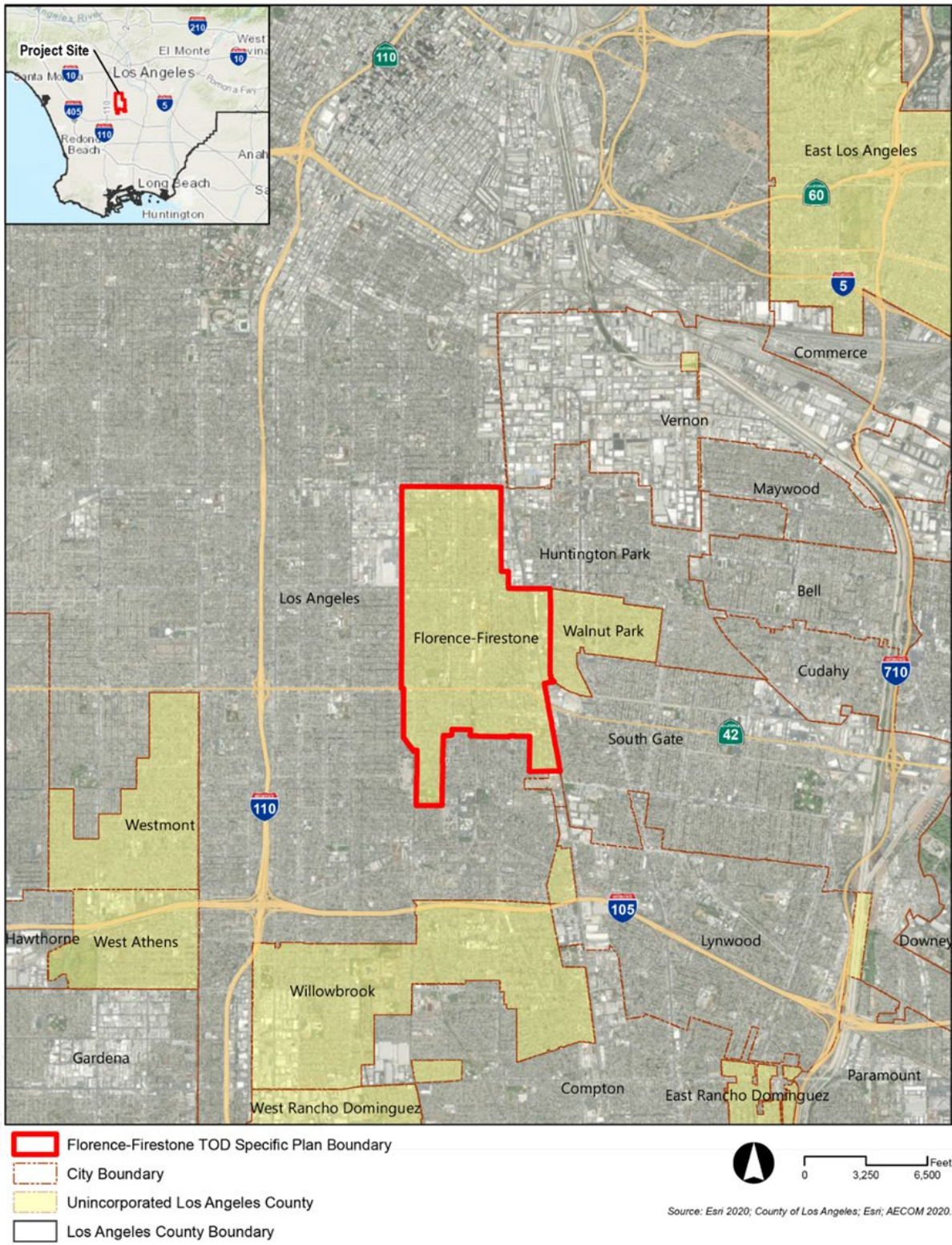
The FFTOD Specific Plan objectives were identified by the TOD Program and the Florence-Firestone Community Plan in collaboration with Caltrans.

## 2.4 SPECIFIC PLAN GUIDING PRINCIPLES

The FFTOD Specific Plan includes the following Guiding Principles that reinforce the policies of the FFCP to guide TOD development. These guiding principles were developed based on the project objectives, policies from the Florence-Firestone Community Plan, and informed by community feedback from public outreach conducted during the FFTOD Specific Plan process.

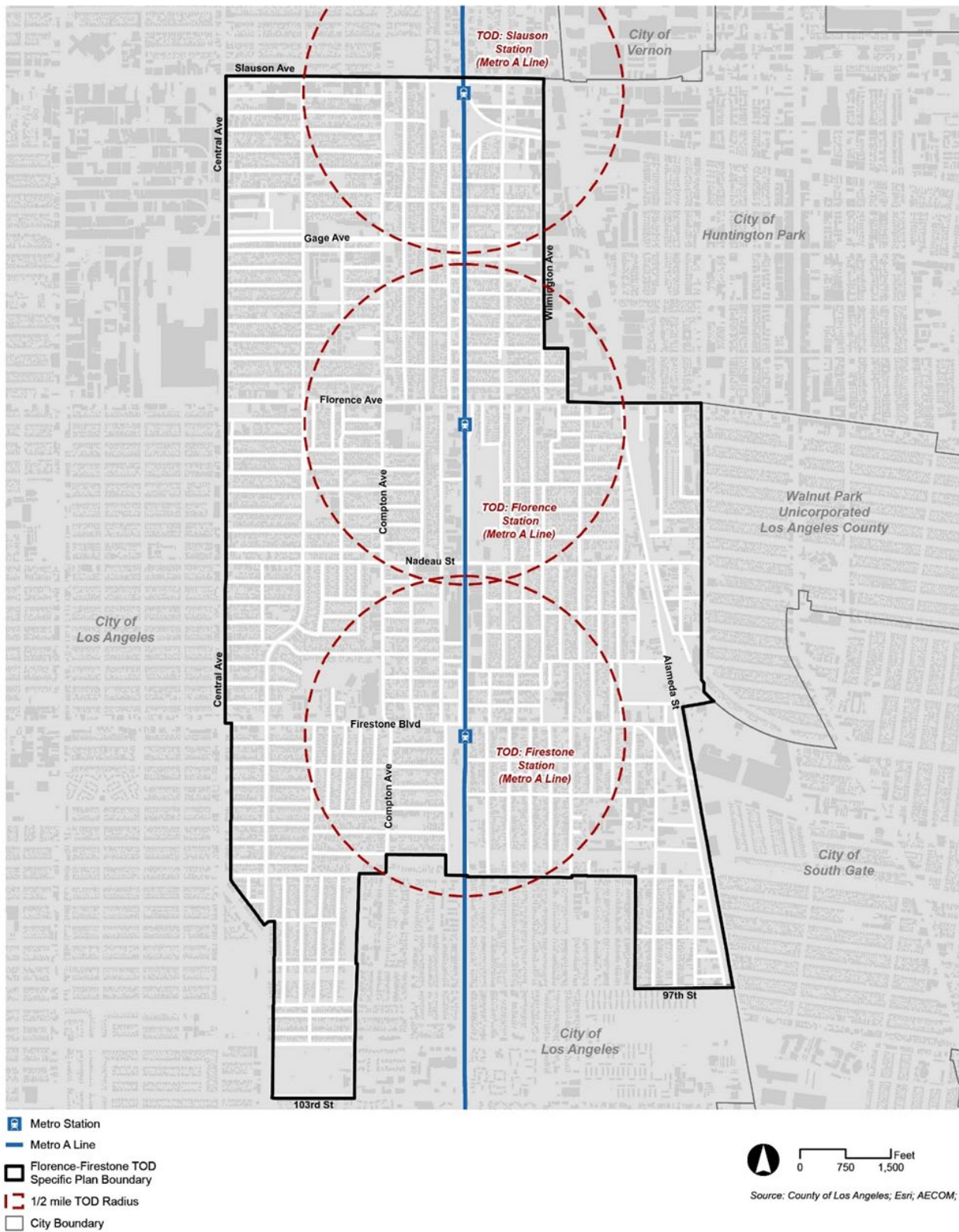
- *Guiding Principle 1:* Promote pedestrian-friendly, active transit oriented districts and corridors that support land uses that provide a variety of local services, employment, and housing.
- *Guiding Principle 2:* Increase housing supply near transit that includes a variety of options for residents and families at different income levels.
- *Guiding Principle 3:* Support a green community through enhanced streetscapes, a variety of publicly accessible open spaces, landscaping, and sustainability.
- *Guiding Principle 4:* Encourage placemaking that embraces the vibrant culture of the community.
- *Guiding Principle 5:* Support local jobs and opportunities through a variety of employment-generating uses.
- *Guiding Principle 6:* Improve safety, connectivity, access, and ease of use for all modes of transportation.
- *Guiding Principle 7:* Collaborate to promote equitable outcomes and inclusive economic development.
- *Guiding Principle 8:* Collaborate with other local and regional entities to implement plan objectives efficiently and comprehensively.

Figure 2-1: Regional Location

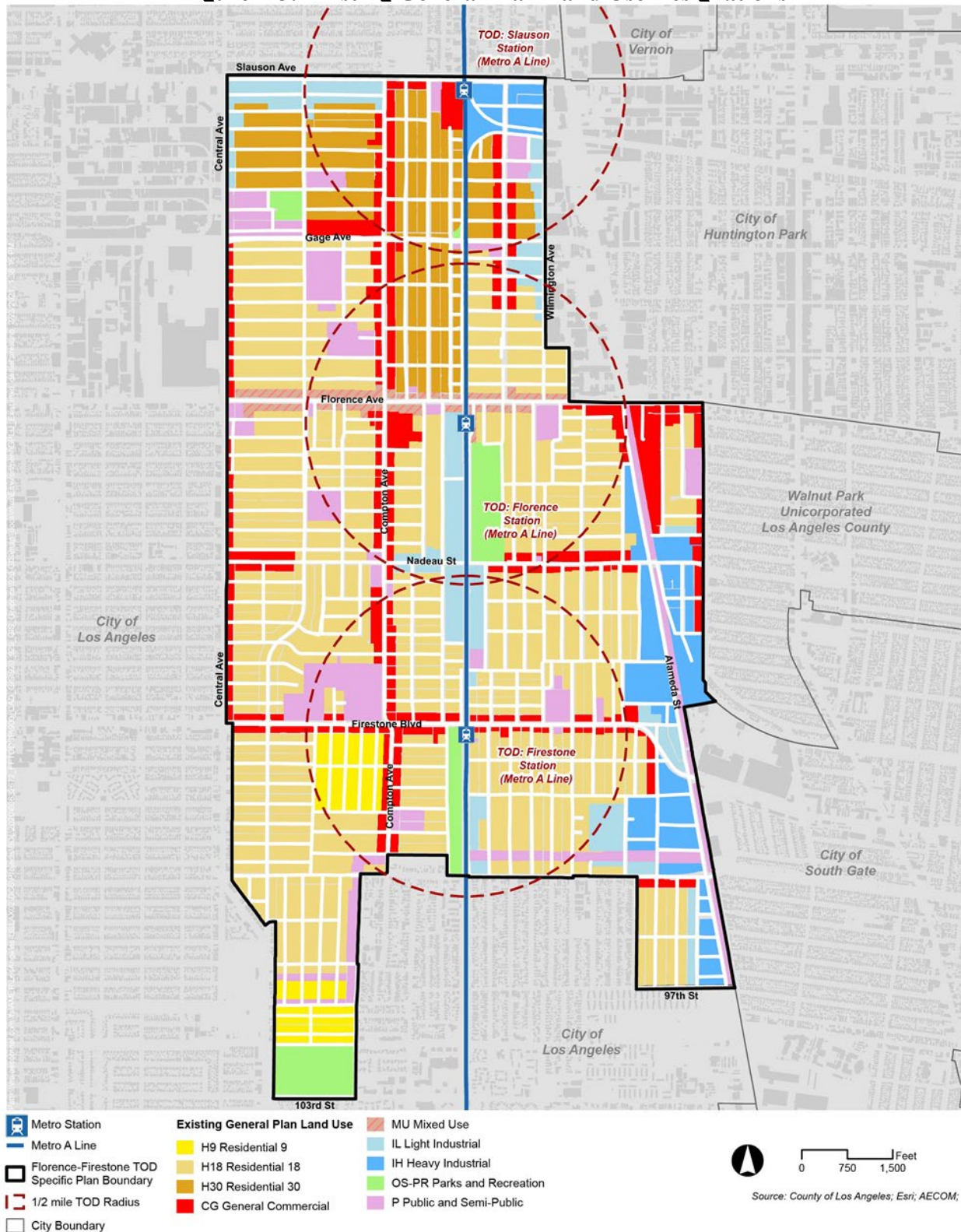




**Figure 2-2: Project Location**



**Figure 2-3: Existing General Plan Land Use Designations**



## 2.5 PROJECT CHARACTERISTICS

### 2.5.1 Overview

The FFTOD Specific Plan is a Los Angeles County-initiated, Caltrans Sustainable Communities grant-funded project that is being proposed pursuant to the Los Angeles County General Plan to enhance the transit oriented development pattern, promote active transportation, reduce vehicle miles traveled, and improve the public realm in the Florence-Firestone area by focusing on updates to land use, urban design, and mobility in the Slauson, Florence, and Firestone TOD station areas. In addition, the proposed FFTOD Specific Plan is intended to streamline the approval process for future development projects that are consistent with the FFTOD Specific Plan.

The FFTOD Specific Plan would amend General Plan Land Use designations on parcels in Florence-Firestone to provide consistency with the General Plan policy direction for mixed use parcels along transportation corridors and support RHNA requirements by providing greater opportunity to create new affordable units. The proposed FFTOD Specific Plan would also establish land use development and design standards for features, such as scale and mass, building orientation, building architectural elements, circulation, parking, and exterior lighting. The standards established by this FFTOD Specific Plan are designed to increase the clarity of applicable regulations, support the goals and policies of the Los Angeles County General Plan and FFCP, and support transit oriented development investments in the community.

### 2.5.2 Proposed General Plan Land Use Amendments

The project includes General Plan Land Use amendments to approximately 953.06 acres of land in the FFTOD Specific Plan Area to provide consistency with the General Plan policy direction. The updated land use designations are supported by development of new zones for the FFTOD Specific Plan to support transit oriented investment. Areas outside of the transit oriented development areas are considered stability areas (all nongray areas shown in Figure 2-6 are considered stability areas). Targeted changes in the stability areas are generally limited to addressing Housing Element Update RHNA, creating cohesive blocks that connect to the transit oriented development areas or reconciling designations with adjacent jurisdiction plans. The expected buildouts under the FFTOD Specific Plan based on the land use designation updates and zoning strategy are provided in Table 2-1. The planning land use designations that would be amended concurrently into the General Plan and the FFCP are shown in Figure 2-4.

**Table 2-1: Specific Plan Land Use Summary**

Land Use Designation	Zones	Acres	Percent of Plan Area	Net New Estimated Buildout Potential	
				Residential (Units)	Nonresidential (SF)
<b>TOD and RHNA Areas</b>		<b>953.06</b>		<b>12,110</b>	<b>1,183,013</b>
Mixed Use (MU)	MU Transit (MU-T)	38.34	2.21%	1,585	173,799.87
	MU 3 (MU-3)	27.07	1.56%	1,002	131,159.28
	MU 2 (MU-2)	39.80	2.30%	978	107,142.02
	MU Development (MXD)	75.83	4.37%	7,229	673,980.70

Land Use Designation	Zones	Acres	Percent of Plan Area	Net New Estimated Buildout Potential	
				Residential (Units)	Nonresidential (SF)
Major Commercial (CM)	MU 1 (MU-1)	53.71	3.10%	652	94,951.88
Residential 100 (H100)	Residential Slauson Station (RSS)	24.44	1.41%	301	
Residential 50 (H150)	Residential Medium (RM)	69.51	4.01%	61	
Residential 30 (H30)	Residential Low-Medium 2 (RLM-2)	275.09	15.87%	158	
Residential 18 (H18)	Residential Low-Medium 1 (RLM-1)	303.25	17.50%	144	1,979.05
Light Industrial (IL)	Industrial Mix (IX)	46.01	2.65%	-	-
<b>Stability Areas</b>		<b>780.12</b>		<b>0</b>	<b>0</b>
Residential 9 (H9)	Single-Family Residence (R-1)	23.06	1.33%	-	-
Residential 18 (H18)	Two-Family Residence (R-2)	182.88	10.55%	-	-
	Limited Density Multiple Residence (R-3)	194.64	11.23%	-	-
Residential 9 (H9)	Medium Density Multiple Residence (R-4)	0.43	0.02%	-	-
Residential 18 (H18)	Light Agricultural (A-1)	0.28	0.02%	-	-
General Commercial (CG)	Neighborhood Business (C-2)	4.58	0.26%	-	-
	General Commercial (C-3)	33.71	1.95%	-	-
	Commercial Manufacturing (C-M)	7.93	0.46%	-	-
Public and Semi-Public (P)	Institutional (IT)	85.49	4.93%	-	-
Light Industrial (IL)	Light Manufacturing (M-1)	33.15	1.91%	-	-
Heavy Industrial (IH)	Heavy Manufacturing (M-2)	115.15	6.64%	-	-
Park and Recreation OS-PR	Open Space (OS)	98.82	5.70%	-	-
<b>Total</b>		<b>1733.19</b>	<b>100%</b>	<b>12,110</b>	<b>1,183,013</b>

Notes:

RHNA = Regional Housing Needs Assessment

SF = square feet

TOD = Transit Oriented District

Estimated buildout is based on an assigned buildout factor that reflects market research, market trends, and the potential development opportunity presented by the proposed zoning changes.

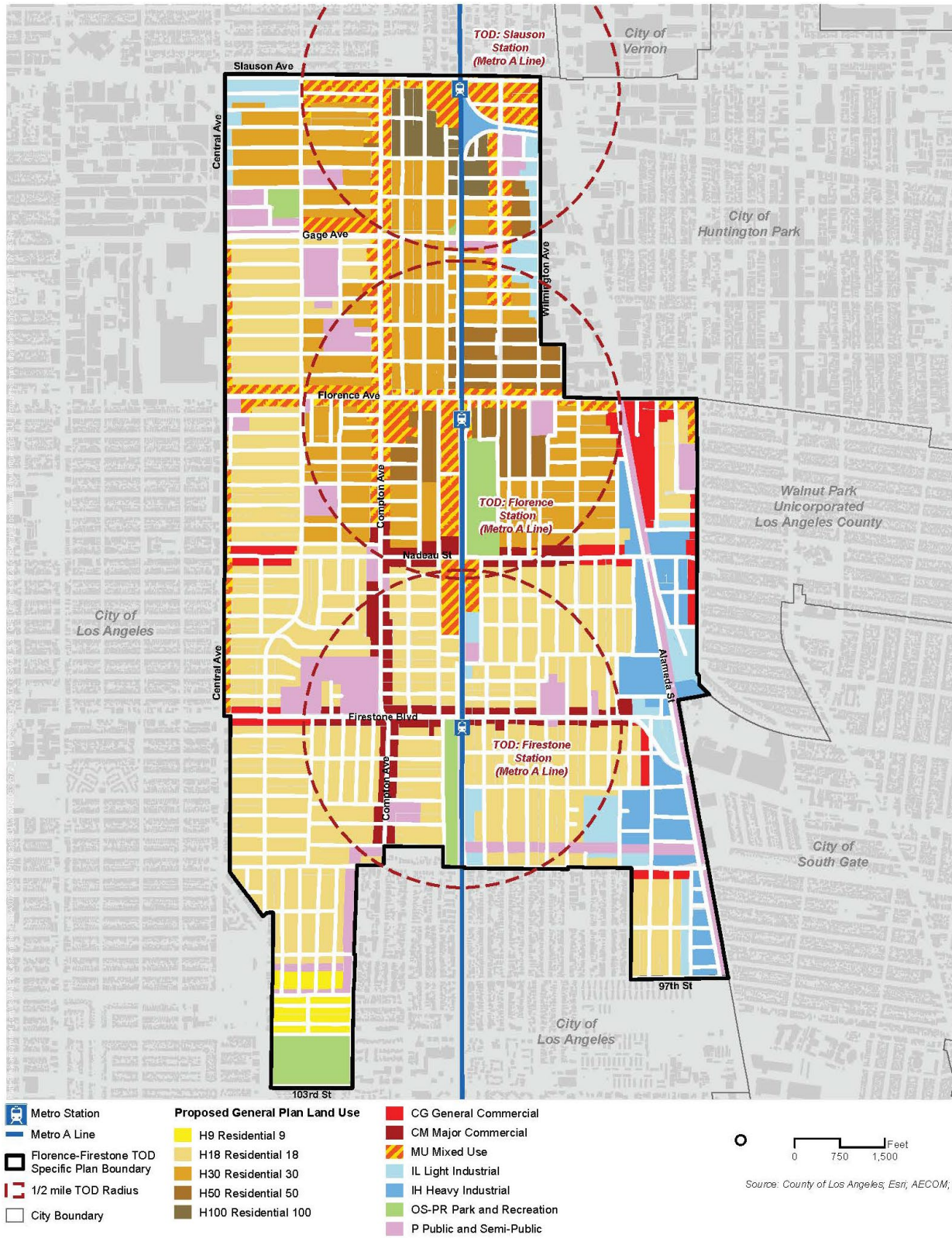
The buildout factor represents a range of magnitude of reasonably expected development to occur through the year 2035.

Each of the proposed zones that allow residential units was then assigned an “Assumed Average Density” of dwelling units per acre (du/ac) to help characterize the kind of development likely to occur.

Estimated nonresidential development is based on square feet needed to meet the demand of the population living in the new residential units.



**Figure 2-4: Proposed TOD Supportive Land Use Designations**



### 2.5.3 Proposed Specific Plan Zoning

The FFTOD Specific Plan proposes to rezone parcels in the FFTOD Specific Plan Area to encourage transit-oriented development in the area. This would support development within walking distance of the LA Metro stations (Slauson, Florence, and Firestone stations), and would be a combination of mixed-use, residential, and industrial mix uses, which are shown in Figure 2-5.

The FFTOD Specific Plan would allow existing development and uses within the FFTOD Specific Plan Area to continue until new development is proposed. The FFTOD Specific Plan would require all new land use and development within the FFTOD Specific Plan Area to conform to the FFTOD Specific Plan zoning designations described below.

#### 2.5.3.1 Mixed Use Zones

The general purpose of the Mixed Use (MU) zones is to provide support for transit oriented development with employment, homes, and services near transit stations. The MU Zone development standards would include a 3.0 maximum floor area ratio; a maximum density ranging from 50 density units per acre (du/ac) to 150 du/ac; a maximum building height ranging from 50 feet to 72 feet; and a minimum building setback of 2 feet for most street frontages (note: Florence Avenue has no minimum building setback.). The specific purpose for each MU Zone is as follows.

**Mixed Use 1 Zone:** The Mixed Use 1 (MU-1) Zone is intended to support mixed use corridors to provide a range of local neighborhood services and homes near transit. This zone implements the Major Commercial General Plan Land Use Designation. This zone would implement the Major Commercial (CM) General Plan Land Use Designation, which allows 30 to 150 du/net acre for residential uses and a maximum Floor Area Ratio (FAR) of 3.0 for nonresidential uses.

**Mixed Use 2 Zone:** The Mixed Use 2 (MU-2) Zone is intended to support “main street” retail, employment, and homes for the community near transit along existing commercial corridors surrounding the Slauson and Florence Transit Stations. This zone allows uses focused on local neighborhood services and homes. The MU-2 Zone encourages more housing and strengthened transit corridors to support transit use and accessibility, as well as business and workforce opportunities. This zone would implement the MU General Plan Land Use Designation, which allows 50 to 150 du/net acre for residential uses and a maximum FAR of 3.0 for nonresidential uses.

**Mixed Use 3 Zone:** The Mixed Use 3 (MU-3) Zone is intended to focus on employment and higher-density residential uses to create more jobs and homes for the community near transit, focused in existing industrial areas with large sites surrounding the Florence Station. The purpose is to create an employment-focused, high-intensity mixed use transit district that allows the creation of transition areas between industrial uses (such as offices) to abut homes, thereby supporting the goals of the Los Angeles County Green Zones Program and Ordinance. The MU-3 Zone encourages the additional business and workforce opportunities as well as housing focused around the Florence Station. This zone would implement the Mixed Use (MU) General Plan Land Use Designation, which allows 50 to 150 du/net acre for residential uses and a maximum FAR of 3.0 for nonresidential uses.



Figure 2-5: Proposed FFTOD Specific Plan Zoning

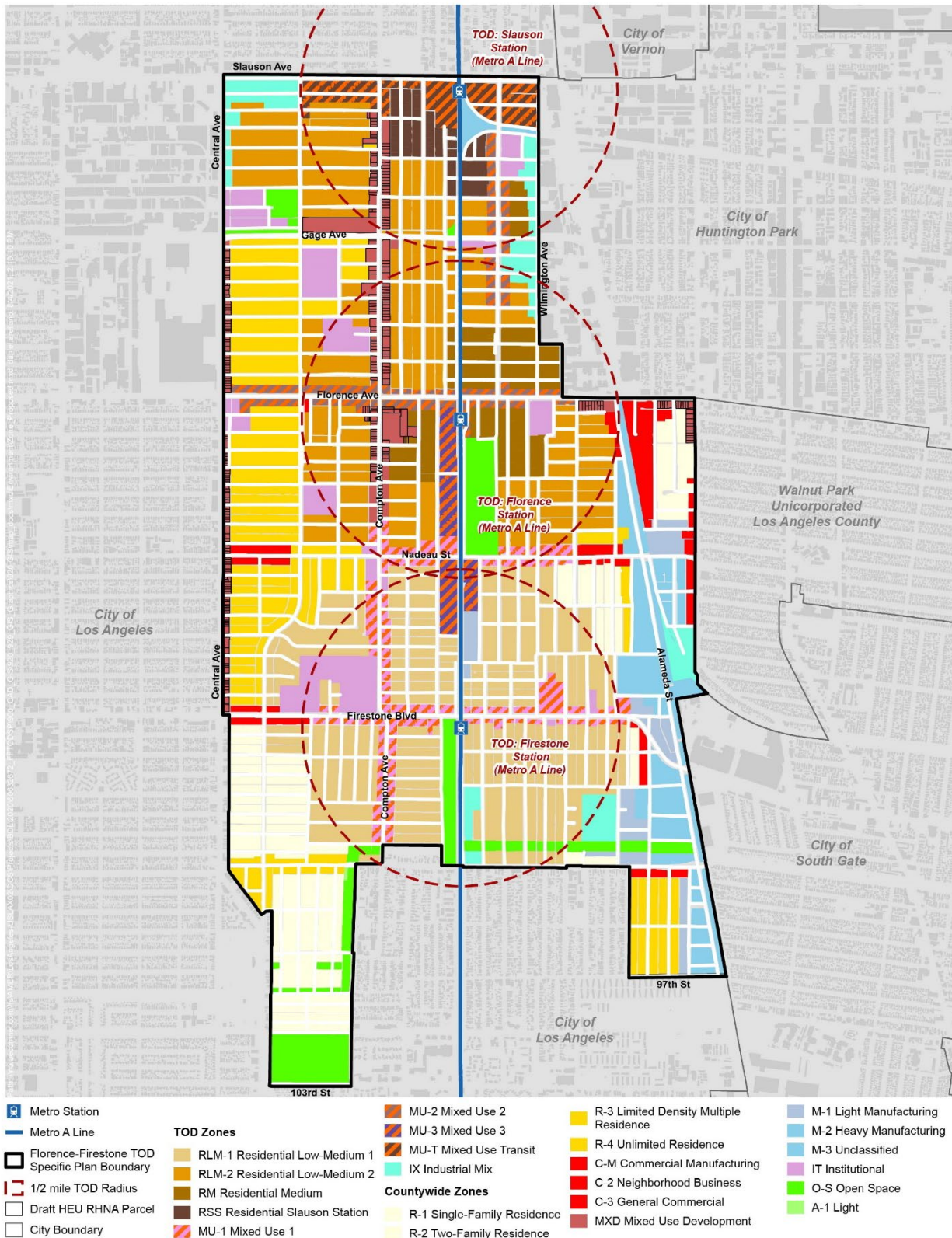
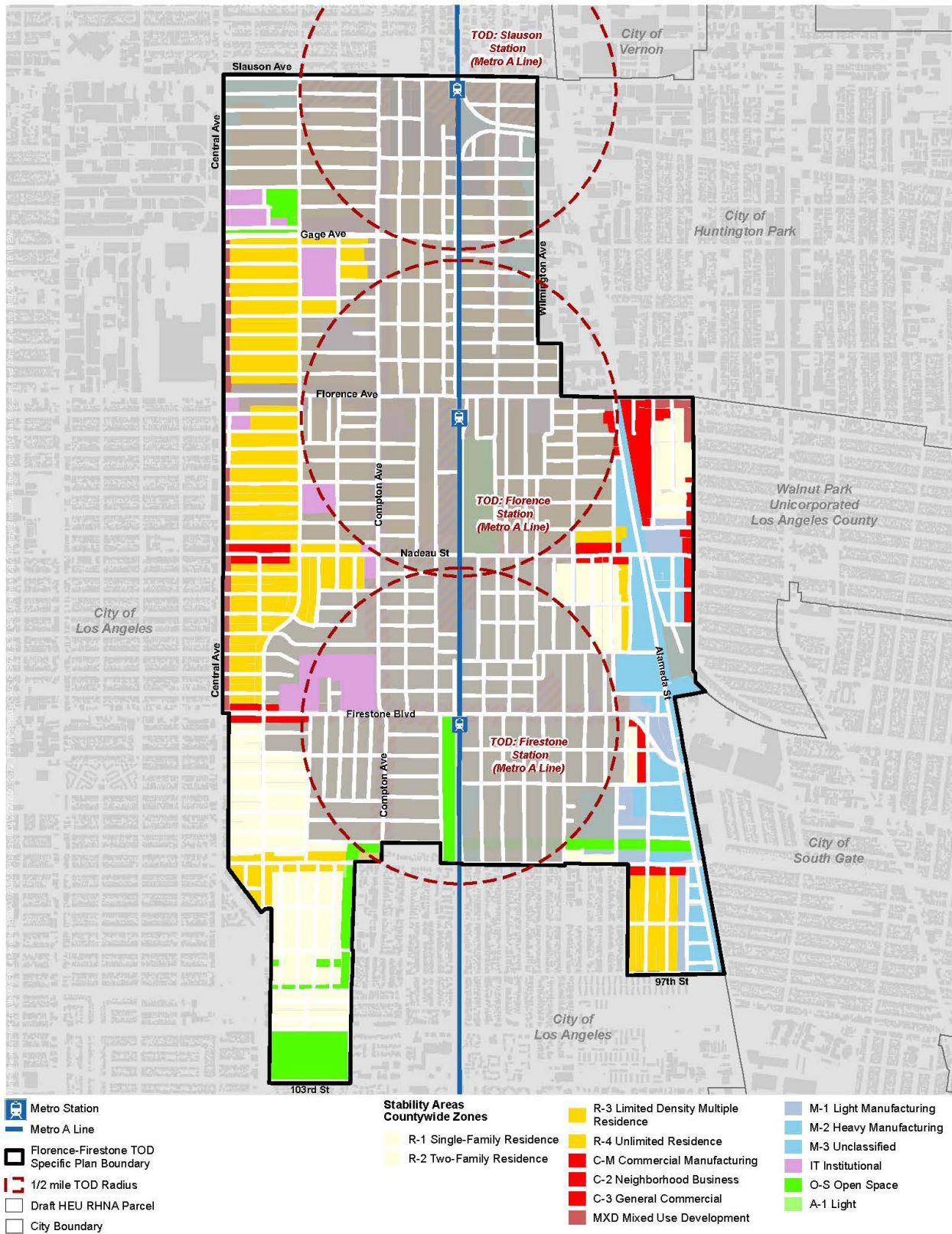


Figure 2-6: Proposed FFTOD Specific Plan Stability Areas





**Mixed Use Transit Zone:** The Mixed Use Transit (MU-T) Zone is intended to create a higher intensity mixed use transit district with a variety of housing, jobs, and neighborhood services in existing commercial and industrial areas surrounding the Slauson Station. This zone allows uses focused on fostering a more pedestrian-oriented setting with active uses to encourage walking and bicycling. The MU-T zone prioritizes multi-modal transportation, which allows for a healthier environment for community members by making it accessible, safe, and easy to navigate. This zone would implement the MU General Plan Land Use Designation consistent with descriptions above.

### 2.5.3.2 Residential Zone

The general purpose of the Residential Zones in the FFTOD Specific Plan Area is to support a variety of housing options, types, configurations, and affordability levels in proximity to transit.

**Residential Low-Medium 1 Zone:** The Residential Low-Medium 1 (RLM-1) Zone is intended to maintain the existing residential neighborhood while supporting a broader range of housing types and configurations, such as single-family residential, townhomes, duplexes, and triplexes. The RLM-1 zone provides individuals and families housing options that are more accommodating for their lifestyle in proximity to transit and services. This zone would implement the Residential 18 (H18) General Plan Land Use Designation, which allows 0 to 18 du/net acre for residential uses.

**Residential Low-Medium 2 Zone:** The Residential Low-Medium 2 (RLM-2) Zone is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as townhomes, duplexes, triplexes, apartments, and multifamily residential. The RLM-2 Zone provides for individuals and families affordable options that are more accommodating for their lifestyle in proximity to transit and services. This zone would implement the Residential 30 (H30) General Plan Land Use Designation, which allows 20 to 30 du/net acre for residential uses.

**Residential Medium Zone:** The Residential Medium (RM) Zone is intended to apply to existing residential neighborhoods where the purpose is to encourage medium density residential near transit. The RM Zone allows multifamily residential homes such as apartments and townhomes. This zone would implement the Residential 50 General Plan Land Use Designation; which allows 20 to 50 du/net acre for residential uses.

**Residential Slauson Station Zone:** The Residential High (RH) Zone is intended to encourage the establishment of high density residential near transit in existing neighborhoods. The RH Zone seeks to provide a wider range of housing types and densities, supporting transit oriented development. This approach encourages a mixture of housing types, which achieves equitable and sustainable development and allows all community members to thrive in a resilient environment. This zone would implement the Residential 100 General Plan Land Use Designation; which allows 50 to 100 du/net acre for residential uses.

The residential zone development standards would include a maximum density ranging from 18 du/ac to 100 du/ac; a maximum building height ranging from 36 feet to 65 feet, and a minimum building setback of 5 feet for most street frontages (note: Florence Avenue has a minimum building setback of 3 feet).

### 2.5.3.3 Industrial Mix Zone

The general purpose of the Industrial Mix (IX) Zone is to support a transition to less intensive employment-focused uses near transit oriented development and improve land use adjacencies to residential areas. This zone also helps to implement the Green Zones Ordinance via Los Angeles County Municipal Code Chapter 22.128 (Storage Enclosure Requirements for Recycling and Solid Waste).

**Industrial Mix Zone:** The IX Zone is intended to maintain neighborhood-appropriate light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The IX Zone allows the creation of transition areas between employment uses and residential areas to encourage less noxious uses (such as commercial) to abut homes, thereby supporting the goals of the Los Angeles County Green Zones Program and Ordinance. The zone allows uses focused on light industrial, neighborhood-serving commercial and office. The IX Zone would encourage a cleaner environment through lower-emission and lower intensity uses where industrial businesses and residents can coexist. This zone would implement the Light Industrial General Plan Land Use Designation.

The IX Zone development standards would include a 1.0 maximum floor area ratio; minimum lot size of 4,000 square feet (no maximum lot coverage); a maximum building height of 36 feet, and a minimum building setback of 2 feet for most street frontages.

### 2.5.4 Supplemental Development Standards

In addition to the allowed uses and development standards of the base zones described above, the FFTOD Specific Plan provides general development standards related to density, intensity, height regulations, setbacks, and stepbacks to promote urban design and form that supports transit oriented development and creates transitions between neighborhood types. The FFTOD Specific Plan also includes active ground floor design standards for mixed use corridors in the FFTOD Specific Plan Area to support a walkable, pedestrian character that promotes walking within the community. These streetscape improvements also provide for shading, outdoor dining and activities, public art, pedestrian and exterior lighting, fencing, and architectural and landscaping requirements including street trees.

To address the community's feedback to increase publicly accessible open space, the FFTOD Specific Plan also proposes open space standards for all residential and mixed use developments. Each residential or mixed use development is required to provide the minimum area of common and private open space based on type within each development as well as publicly accessible open spaces and signage. Projects over 80,000 gross square feet are required to provide publicly accessible open space as a percentage of the total development.

### 2.5.5 Base Zone Modifications

Los Angeles County will also rescind the existing Florence-Firestone Community Standards District zoning overlay currently within the Los Angeles County Zoning Code and incorporate any applicable standards into the FFTOD Specific Plan. These existing standards would continue to help improve the appearance of the community, promote the maintenance and reuse of structures

and properties, and implement the goals and policies of the FFCP in a manner that protects the health, safety, and general welfare of the community. The standards would also help to improve the compatibility between residential and neighboring industrial uses, encourage pedestrian activity, and encourage business growth near transit.

### **2.5.6 Buildout of the Proposed Specific Plan**

The FFTOD Specific Plan would provide transit-oriented development opportunities for infill and redevelopment to serve as catalyst to revitalize the area. The buildout of the FFTOD Specific Plan Area would result in a net increase of approximately 42,518 additional people associated with 12,110 new housing units and 2,734 new jobs associated with new commercial development in the FFTOD Specific Plan Area.

### **2.5.7 Proposed Mobility Improvements**

The FFTOD Specific Plan would provide recommendations for mobility infrastructure improvements to support transit, pedestrian, and bicycle mobility, as well as programmatic improvements to support complete streets and improve parking conditions.

#### **2.5.7.1 Transit Improvements**

The FFTOD Specific Plan Area is currently served by an extensive network of public transportation. The FFTOD Specific Plan proposes the installation of transit amenities (e.g., shelters, benches, lighting, transit information, trash bins, bicycle racks, and public art) at bus stops and transit stations to improve the transit experience. These amenities would be installed at bus stops and transit stations throughout the FFTOD Specific Plan Area in coordination with Metro.

#### **2.5.7.2 Pedestrian Circulation**

The FFTOD Specific Plan proposes to enhance the walkability, pedestrian comfort, mobility and access, and safety of the area for people walking. The FFTOD Specific Plan would implement the Los Angeles County TOD Toolkit (2019) and proposes to enhance the “frontage zone” portion of sidewalks in specific locations. The frontage zone is the portion of private property that abuts the public right-of-way sidewalk. Together, the frontage zone and public sidewalk create the public realm. While sidewalk requirements—including locations and widths—are regulated per Title 22 Chapter 21.24.050 (Highways), which establishes right-of-way and roadway width requirements with cross-section diagrams specifying sidewalk dimensions, the FFTOD Specific Plan establishes required private development street setbacks that would expand the public realm and the perceived width of the sidewalk through an enhanced the frontage zone. In the “furniture zone” of the public sidewalk, the FFTOD Specific Plan requires the installation of street trees in specific zones. These requirements—coupled with pedestrian design standards (e.g., building location, entry orientation, ground floor design)—would help to create a comfortable and attractive sidewalk environment for pedestrians along mixed-use and commercial corridors as property improvements or redevelopment occurs. The County is currently exploring ways to provide more sustainable operation and maintenance funding for pedestrian-scale lighting. Once a secure source of operation and maintenance funding is identified, then pedestrian-scale lighting can be implemented at the following proposed locations.

In addition, consistent with the TOD Toolkit, the FFTOD Specific Plan proposes recommendations to widen sidewalks through curb ramps and curb extensions (where feasible) and implement pedestrian-oriented intersection improvements at key locations within the 0.5-mile transit-oriented development areas surrounding the LA Metro A (Blue) Line Slauson, Florence, and Firestone Stations. Proposed intersection improvements include adding/restriping high visibility crosswalks at existing marked crossings, adding curb ramps and truncated domes at existing marked crossings, adding pedestrian-activated flashing beacons at existing marked mid-block crossings, and adding high-visibility crosswalks at unmarked crossings at intersections and at new mid-block crossing locations. A list of the pedestrian improvements proposed by the FFTOD Specific Plan is provided in Table 2-2. The proposed pedestrian enhancements are shown in Figure 2-7.

**Table 2-2: Pedestrian Improvement Recommendations**

Location	Crossing Improvement
Gage Avenue & Central Avenue	Upgrade Facilities
Gage Avenue & Compton Avenue	Upgrade Facilities
Gage Avenue & Makee Avenue	Add New Facilities
Gage Avenue & Miramonte Boulevard	Upgrade Facilities
Gage Avenue & Converse Avenue	Upgrade Facilities, Add New Facilities
Gage Avenue & Holmes Avenue	Upgrade Facilities
Gage Avenue & Wilmington Avenue	Upgrade Facilities
Florence Avenue & Central Avenue	Upgrade Facilities
Florence Avenue & Hooper Avenue	Upgrade Facilities
Florence Avenue & Compton Avenue	Upgrade Facilities
Florence Avenue & Makee Avenue	Upgrade Facilities, Add New Facilities
Florence Avenue & Miramonte Boulevard	Upgrade Facilities
Florence Avenue & Maie Avenue	Add New Facilities
Florence Avenue & Converse Avenue	Upgrade Facilities
Florence Avenue & Whitsett Avenue	Upgrade Facilities, Add New Facilities
Florence Avenue & Walnut Drive	Add New Facilities
Florence Avenue & Crockett Boulevard	Upgrade Facilities, Add New Facilities
Florence Avenue & Alameda Street	Upgrade Facilities, Add New Facilities
Florence Avenue & Santa Fe Avenue	Upgrade Facilities
Nadeau Street & Central Avenue	Upgrade Facilities
Nadeau Street & Hooper Avenue	Upgrade Facilities
Nadeau Street & Maie Avenue	Upgrade Facilities
Nadeau Street & Beach Street	Upgrade Facilities
Nadeau Street & Holmes Avenue	Upgrade Facilities, Add New Facilities
Nadeau Street & Bell Avenue	Upgrade Facilities
Nadeau Street & Crockett Boulevard	Upgrade Facilities
Nadeau Street & Lou Dillon Avenue	Upgrade Facilities, Add New Facilities
Nadeau Street & Alameda Street	Upgrade Facilities, Add New Facilities
Nadeau Street & Santa Fe/Broadway	Upgrade Facilities, Add New Facilities

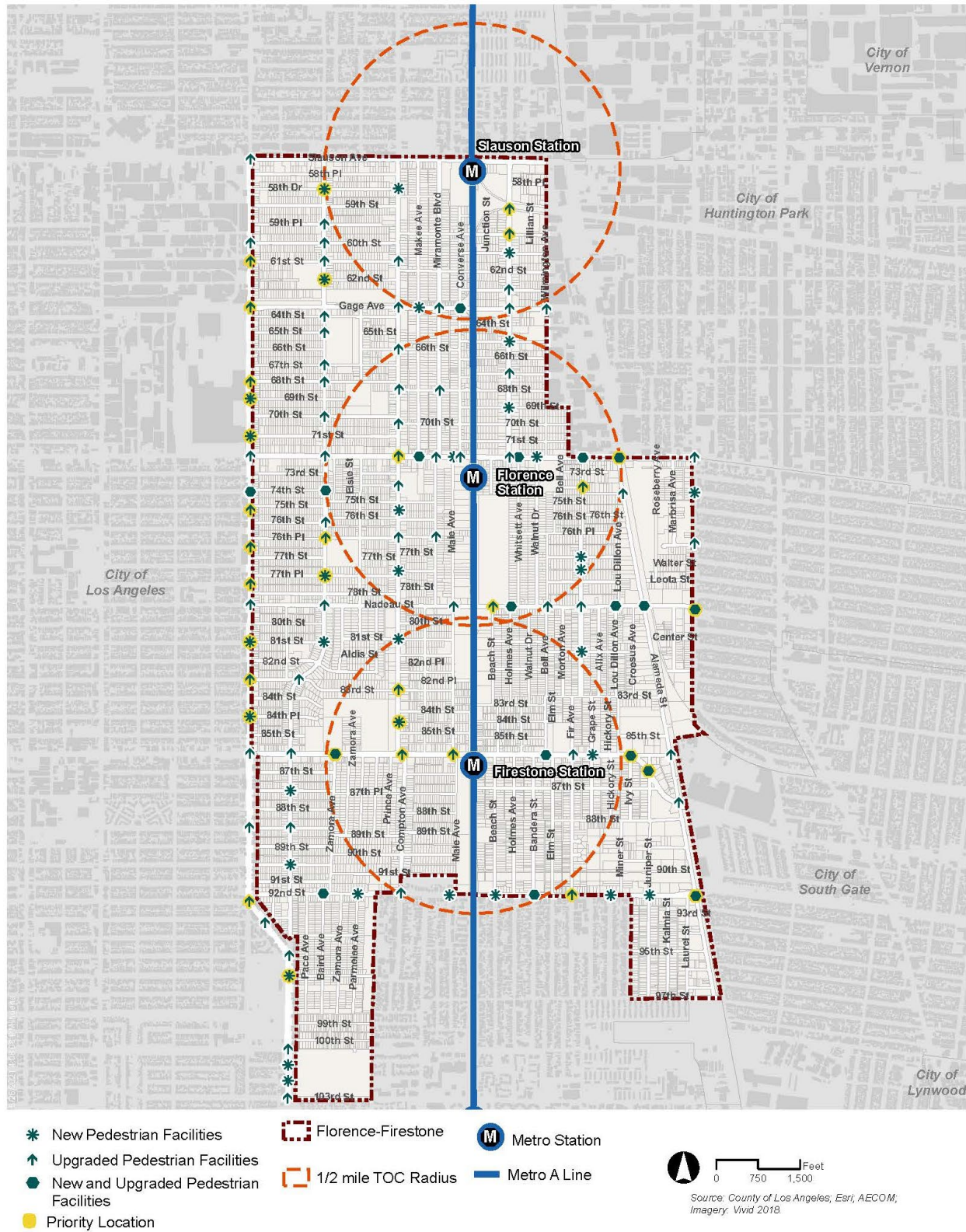


<b>Location</b>	<b>Crossing Improvement</b>
Firestone Boulevard at Central Avenue	Upgrade Facilities
Firestone Boulevard at Hooper Avenue	Upgrade Facilities
Firestone Boulevard at Zamora Avenue	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Compton Avenue	Upgrade Facilities
Firestone Boulevard at Maie Avenue	Upgrade Facilities
Firestone Boulevard at Bell Avenue	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Fir Avenue	Upgrade Facilities
Firestone Boulevard at Grape Street	Add New Facilities
Firestone Boulevard at Ivy Street	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Juniper Street	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Alameda Street	Upgrade Facilities
92nd Avenue at Central Avenue	Upgrade Facilities
92nd Avenue at Baird Avenue	Upgrade Facilities, Add New Facilities
92nd Avenue at Parmalee Avenue	Add New Facilities
92nd Avenue at Compton Avenue	Upgrade Facilities
92nd Avenue at Maie Avenue (E Leg)	Add New Facilities
92nd Avenue at Bandera Street	Upgrade Facilities, Add New Facilities
92nd Avenue at Fir/Anzac Avenue	Upgrade Facilities
92nd Avenue at Hickory Street	Add New Facilities
92nd Avenue at Juniper Street	Add New Facilities
92nd Avenue at Alameda Street	Upgrade Facilities, Add New Facilities
92nd Avenue at Beach Street	Add New Facilities
Central Avenue at Slauson Avenue	Upgrade Facilities
Central Avenue at 60th Street	Upgrade Facilities
Central Avenue at 61st Street	Upgrade Facilities
Central Avenue at 68th Street	Upgrade Facilities
Central Avenue at 69th Street	Add New Facilities
Central Avenue at 71st Street	Add New Facilities
Central Avenue at 74th Street	Upgrade Facilities, Add New Facilities
Central Avenue at 75th Street	Upgrade Facilities
Central Avenue at 76th Place	Upgrade Facilities
Central Avenue at 78th Street (N Leg)	Upgrade Facilities
Central Avenue at 81st Street	Add New Facilities
Central Avenue at 83rd Street	Upgrade Facilities
Central Avenue at 84th Place	Add New Facilities
Central Avenue at 88th Place	Upgrade Facilities
Central Avenue at 93rd Street	Upgrade Facilities
Central Avenue at 95th Street/Hooper Avenue	Upgrade Facilities
Central Avenue at 96th Street/Colden Avenue	Add New Facilities
Central Avenue at Century Boulevard	Upgrade Facilities

<b>Location</b>	<b>Crossing Improvement</b>
Central Avenue at 101st Street	Add New Facilities
Central Avenue at 102nd Street	Add New Facilities
Central Avenue at 103rd Street	Upgrade Facilities
Hooper Avenue at 58th Dr	Add New Facilities
Hooper Avenue at 59th Place	Upgrade Facilities
Hooper Avenue at 60th Street	Upgrade Facilities
Hooper Avenue at 61st Street	Upgrade Facilities
Hooper Avenue at 62nd Street	Add New Facilities
Hooper Avenue at 64th Street	Upgrade Facilities
Hooper Avenue at 65th Street	Upgrade Facilities
Hooper Avenue at 67th Street	Upgrade Facilities
Hooper Avenue at 68th Street	Upgrade Facilities
Hooper Avenue at 70th Street	Upgrade Facilities
Hooper Avenue at 74th Street	Upgrade Facilities, Add New Facilities
Hooper Avenue at 76th Street (N Leg)	Upgrade Facilities
Hooper Avenue at 76th Place	Upgrade Facilities
Hooper Avenue at 77th Place	Add New Facilities
Hooper Avenue at 81st Street	Add New Facilities
Hooper Avenue at 83rd Street	Upgrade Facilities
Hooper Avenue at 87th Place	Add New Facilities
Hooper Avenue at 88th Place	Upgrade Facilities
Hooper Avenue at 90th Street	Add New Facilities
Compton Avenue at 58th Dr (S Leg)	Add New Facilities
Compton Avenue at 61st Street	Upgrade Facilities
Compton Avenue at 66th Street	Upgrade Facilities
Compton Avenue at 68th Street	Upgrade Facilities
Compton Avenue at 70th Street	Upgrade Facilities
Compton Avenue at 74th Street	Upgrade Facilities
Compton Avenue at between 75th Street and 76th Street	Add New Midblock Crossing
Compton Avenue at 76th Place	Upgrade Facilities
Compton Avenue at 77th Place (N leg)	Add New Facilities
Compton Avenue at 81st Street	Add New Facilities
Compton Avenue at 83rd Street	Upgrade Facilities
Compton Avenue at between 84th Street and 85th Street	Add New Midblock Crossing
Miramonte Blvd at 68th Street	Upgrade Facilities
Miramonte Blvd at 76th Place	Upgrade Facilities
Holmes Avenue at Randolph Street	Upgrade Facilities
Holmes Avenue at 60th Street	Upgrade Facilities
Holmes Avenue at 61st Street	Add New Facilities
Holmes Avenue at 63rd Street	Upgrade Facilities

<b>Location</b>	<b>Crossing Improvement</b>
Holmes Avenue at 65th Street	Add New Facilities
Holmes Avenue at 67th Street	Upgrade Facilities
Holmes Avenue at 69th Street	Add New Facilities
Holmes Avenue at Florence Avenue	Upgrade Facilities
Crockett Boulevard at 74th Street	Upgrade Facilities
Crockett Boulevard at 77th Street	Add New Facilities
Crockett Boulevard at 78th Street	Add New Facilities
Crockett Boulevard at Nadeau Street	Upgrade Facilities
Crockett Boulevard at 81st Street	Add New Facilities
Alameda Street at 74th Street	Upgrade Facilities
Alameda Street at Manchester Avenue	Upgrade Facilities
Santa Fe Avenue at Florence Avenue	Upgrade Facilities
Santa Fe Avenue at California Street	Add New Facilities
Santa Fe Avenue at Hope Street/Walnut Terrace	Upgrade Facilities

Figure 2-7: Proposed Pedestrian Enhancements



### 2.5.7.3 Bicycle Circulation

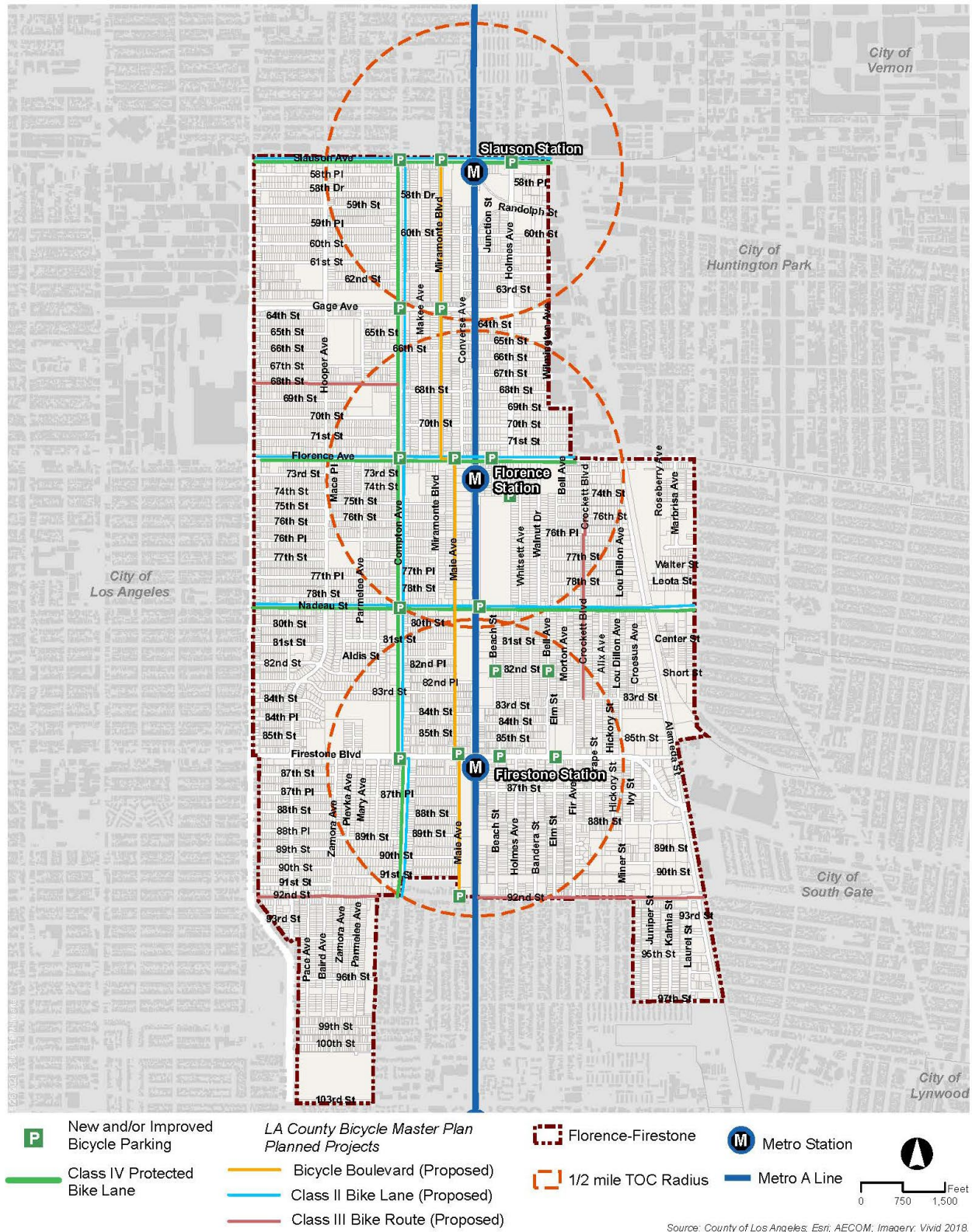
Existing bicycle facilities and infrastructure in the FFTOD Specific Plan Area are limited to Class III bicycle routes and bicycle boulevards as well as Class II bicycle lanes. As such, the FFTOD Specific Plan proposes bicycle facility improvements adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street as well as inclusion of bicycle parking (inclusion of bicycle racks, lockers, and corrals) at key public locations to serve existing uses. A list of the location and type of bicycle facilities proposed by the FFTOD Specific Plan is provided in Table 2-3. The proposed bicycle enhancements are shown in Figure 2-8.

**Table 2-3: Location and Type of Recommended Bicycle Enhancements**

<b>Location</b>	<b>Improvement</b>
Compton Avenue	Class IV Protected Bike Lane
Florence Avenue	Class IV Protected Bike Lane
Nadeau Street	Class IV Protected Bike Lane
Slauson Avenue	Class II Bike Lane (Bicycle Master Plan)
Compton Avenue	Class II Bike Lane (Bicycle Master Plan)
Florence Avenue	Class II Bike Lane (Bicycle Master Plan)
Nadeau Street	Class II Bike Lane (Bicycle Master Plan)
68th Street (Central Avenue to Compton Avenue)	Class III Bike Lane (Bicycle Master Plan)
Crockett Boulevard (76th Place to 83rd Place)	Class III Bike Lane (Bicycle Master Plan)
92nd Street	Class III Bike Lane (Bicycle Master Plan)
Miramonte Boulevard (Slauson Avenue to Florence Avenue)	Bicycle Boulevard (Bicycle Master Plan)
Maie Avenue (Florence Avenue to 92nd Street)	Bicycle Boulevard (Bicycle Master Plan)
82nd Street & Beach Street	Bicycle Parking
82nd Street & Bell Avenue	Bicycle Parking
Slauson Avenue & Compton Avenue	Bicycle Parking
Slauson Avenue & Miramonte Boulevard	Bicycle Parking
Slauson Avenue & Holmes Avenue	Bicycle Parking
Gage Avenue & Compton Avenue	Bicycle Parking
Gage Avenue & Miramonte Boulevard	Bicycle Parking
Florence Avenue & Compton Avenue	Bicycle Parking
Florence Avenue & Maie Avenue	Bicycle Parking
Florence Avenue & Beach Street	Bicycle Parking
Beach Street & Holmes Avenue	Bicycle Parking
Nadeau Street & Compton Avenue	Bicycle Parking
Nadeau Street & Graham Avenue	Bicycle Parking
Firestone Boulevard & Compton Avenue	Bicycle Parking
Firestone Boulevard & Maie Avenue	Bicycle Parking
Firestone Boulevard & Beach Street	Bicycle Parking
Firestone Boulevard & Elm Street	Bicycle Parking
92nd Street & Maie Avenue	Bicycle Parking



Figure 2-8: Proposed Bicycle Enhancements



### 2.5.7.4 Complete Streets

“Complete Streets” refers to the idea that streets should be usable and comfortable for people traveling by all modes, not only vehicles. The existing street system would be maintained in its current configuration. However, the FFTOD Specific Plan proposes some changes designed to improve walkability, bicycle use, and transit use. Recommended strategies include the following:

- Signage and wayfinding to provide improved information on distances and directions for people using any mode of travel
- Traffic calming to reduce speeds and improve safety for all roadway users
- Transportation Demand Management program to manage demand for travel rather than increasing supply or capacity of transportation systems

**Signage and Wayfinding.** Through a separate Los Angeles County project, installation of new signage and wayfinding is anticipated in the FFTOD Specific Plan Area in the near future. To support future travel needs and a higher number of people walking, bicycling, and riding transit in the community, this strategy should be revisited periodically to assess whether existing signage is sufficient to meet the needs of all users including pedestrians (who may prefer time estimates to destinations instead of distance estimates), bicyclists (who may prefer signs with directions to continue on designated bike facilities), and transit riders (who may also seek information about transit transfer opportunities).

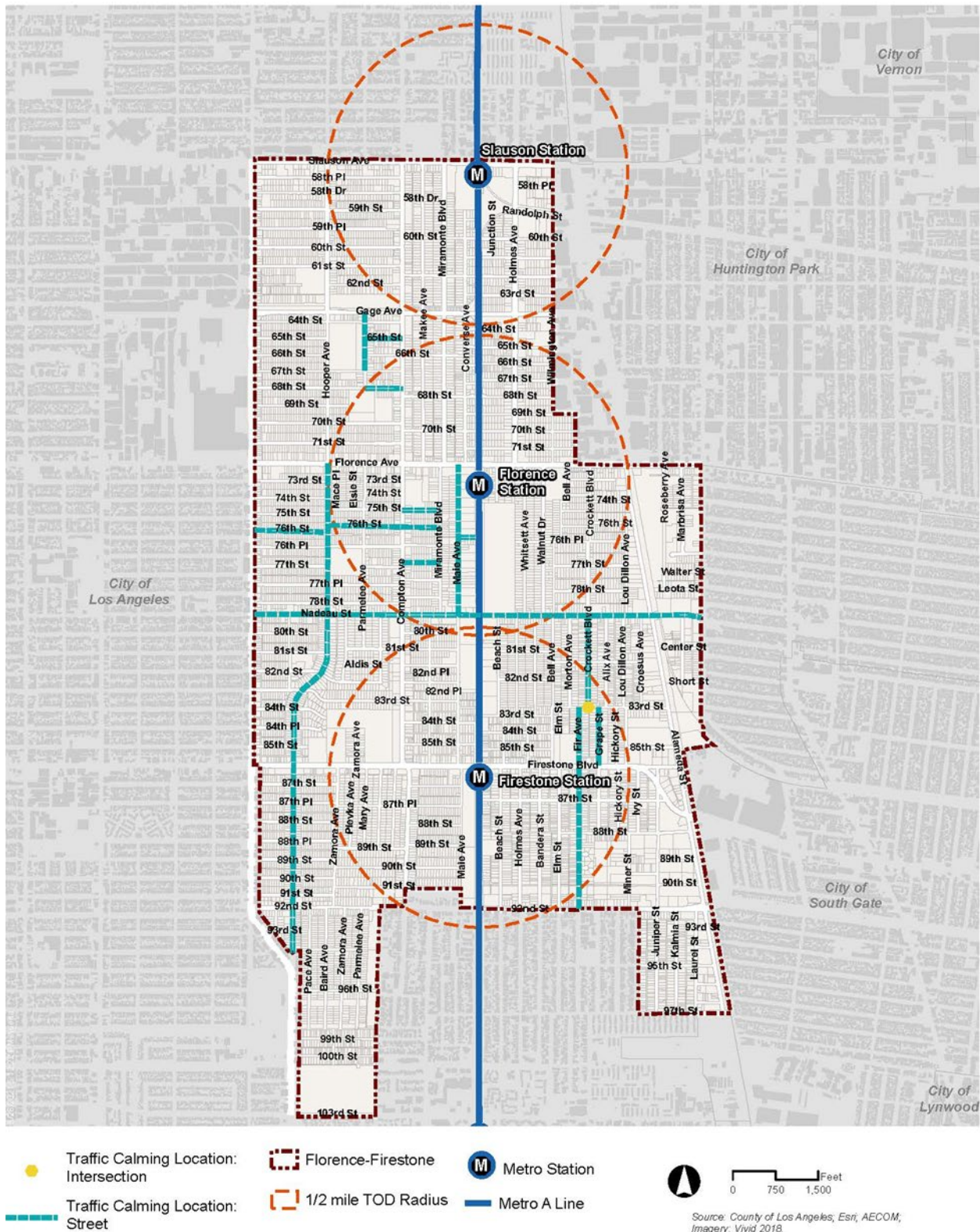
**Traffic Calming.** Traffic calming measures such as curb extensions, speed bumps, raised crosswalks, traffic circles, and roundabouts help slow the speed of traffic, improve the pedestrian environment, and minimize safety concerns associated with cut-through traffic. The FFTOD Specific Plan proposes several specific locations that are well-suited for traffic calming measures feasibility studies based on their existing width; local roadway designation; and, in some cases, direct requests from residents in the Florence-Firestone community. These locations include (Figure 2-9):

- 65th Street between Parmelee Avenue and Compton Avenue
- 68th Street between Parmelee Avenue and Compton Avenue
- 75th Street between Compton Avenue and Miramonte Boulevard
- 76th Street
- 77th Street between Compton Avenue and Miramonte Boulevard
- 83rd Street and Crockett Boulevard
- Crockett Boulevard south of Nadeau Street
- Fir Avenue south of 83rd Street
- Grape Street between 83rd Street and Firestone Boulevard
- Maie Avenue north of Nadeau Street
- Nadeau Street
- Parmelee Avenue between Gage Avenue and 67th Street
- Hooper Avenue south of Florence Avenue

Further analysis and a feasibility study will be needed to determine the traffic calming approach most appropriate at each of these locations, and should take into account feasibility, current design standards, and any additional information (speed surveys, updated collision history) that may become available.



Figure 2-9: Proposed Traffic Calming Improvements





### 2.5.7.5 Other Network Improvements

In addition to the described network improvements above, the FFTOD Specific Plan proposes three major improvements to improve access to the Metro A Line Stations in the FFTOD Specific Plan Area and to Roosevelt Park, with a focus on pedestrian accessibility.

**Southern Slauson Station Access Point.** Formalizing the informal pedestrian pathway leading from 60th Street to Slauson Avenue would connect the neighborhoods south of the Slauson Station to the station entrance. This pathway is already used as an informal access point to the station and provides a more direct path of travel to the station entrance. Formalizing the path would require acquisition of the rail right-of-way underneath the Metro A (Blue) Line, coordination with Metro, and coordination with Public Works.

**Pedestrian Bridge at 76th Street.** Replacement and reconstruction of the pedestrian bridge connecting the western side of the community at East 76th Street to Roosevelt Park at Graham Avenue would improve neighborhood pedestrian connectivity, access to community assets, and access to transit. In addition, the reconstruction of this bridge would create a pleasing visual marker for the community by incorporating public art, which would reinforce locally valued viewsheds at the top of the bridge.

**Florence Station and Firestone Station Access.** Increasing the ease of reaching a transit station is an important improvement that should be made for each of the stations in the FFTOD Specific Plan Area. The A (Blue) Line Stations in the FFTOD Specific Plan Area each only have one access point. The Slauson Station will see expanded access as the West Santa Ana Branch line is implemented (under a separate project), but the Florence and Firestone stations would also benefit from improved access. At the Florence Station, the community suggested creation of a second at-grade access point at the southern end of the station to minimize out-of-direction travel to access the platform. At the Firestone Station, additional amenities under the elevated rail line would improve the pedestrian and transit rider experience. These amenities could include:

- Better lighting under the rail overcrossing, near the station entrance, and along the blocks adjacent to the station
- Beautification through murals, art, and landscaping
- Additional Metro communication and emergency call boxes
- Additional street furniture
- Additional wayfinding, signage, and branding extending under the overcrossing to the western side of the rail tracks

## 2.5.8 Proposed Infrastructure Improvements

### 2.5.8.1 Water

The FFTOD Specific Plan proposes improvements to the existing water system to accommodate buildout. Most of the existing water lines in the community generally have the capacity to handle the increase in water demand/load under buildout of the FFTOD Specific Plan. However, increases in residential density would result in increased potential water usage including potable water and fire prevention demand. To service this, the following needs have been identified if increased density develop at the following locations:

- All lines servicing fire hydrants must be at least a nominal 6 inches to supply minimum fire flow requirements per Los Angeles County Municipal Code Section 20.16.060
- High-density residential buildout (Residential Slauson Station Zone) of five stories north of 62nd Street and 63rd Street west of Holmes Avenue may require upgrade of the existing 4-inch cast iron. Recommended replacing 4-inch main with 10-inch polyvinyl chloride (PVC) main along 62nd and 8-inch PVC main along 63rd.
- Medium-density residential buildout (RM Zone) east of Converse Avenue, south of 68th Street, west of Wilmington Avenue, and north of Florence Avenue may require upgrade of 4-inch cast iron along 69th Street, 70th Street, and 71st Street. Recommend replacing all 4-inch mains in this area with 8-inch PVC mains.

Developers of mixed use parcels and medium density or higher residential parcels that include several buildings serviced by one meter location would be required to provide analysis to confirm the efficacy of the infrastructure to meet the increased demand, in accordance with Golden State Water Company requirements, Los Angeles County development regulations, and the California Subdivision Map Act. The Golden State Water Company Florence-Graham District Urban Water Management Plan was last updated in 2015 and should be consulted for all water system upgrade considerations.

### 2.5.8.2 Sewer Service

The FFTOD Specific Plan proposes improvements to the existing sewer system to accommodate buildout. Existing trunk sewers generally have sufficient capacity to convey wastewater from the proposed, full buildout condition. However, the following locations are exceptions that may require upgrading based on the level of density/intensity realized in the vicinity.

- *Tributary Area 5*: A 10-inch main emptying into a trunk line at the Maie Avenue/Nadeau Street intersection may warrant further study. The main collects from 50 acres of light residential and light manufacturing on the east side of Converse Avenue and Maie Avenue, from north of E 60th Street to Nadeau Avenue. Depending on density/intensity realized in the geography between 60th Street and Nadeau Avenue, east of Converse Avenue and Maie Avenue, the main may need to be upgraded to 15 inches.
- *Tributary Area 6*: An 8-inch main running toward the city of Huntington to the east at Slauson Avenue may warrant further study. The main collects from 49 acres of Unlimited Residence and Heavy Manufacturing along Holmes Avenue from Gage Street to Slauson Avenue; then east to west from South Pacific railroad lines to Wilmington Avenue. It comprises the northeast corner of the FFTOD Specific Plan Area and a majority of the Slauson TOD Area. This portion of the FFTOD Specific Plan is planned for high-intensity mixed use and medium-density residential development replacing existing industrial and primarily single-family uses, respectively. The 8-inch main may be insufficient for current conditions due to the significant presence of heavy manufacturing in the area; upgrade to 10 inches is recommended. Depending on density/intensity realized from future development, the main may need to be upgraded to 15 inches.
- *Tributary Area 7*: A 10-inch main flowing south under Holmes Avenue from Gage Avenue to a Trunk line at Florence Avenue may warrant further study. The main runs between South Pacific railroad to the east and Wilmington Avenue to the west. The 10-inch main services 59

acres of mostly Unlimited Residence with some Light Manufacturing, Neighborhood Business, and Mixed-Use Development; this area is planned for low-medium (RLM-2) to medium density (RM) residential. Depending on density/intensity realized in the geography, the main may need to be upgraded to 15 inches.

- *Tributary Area 9*: An 8-inch main under Parmelee Avenue that flows to the west under E 78th Street and empties into a trunk under Hooper Avenue may warrant further study. The main services about 34 acres south of Florence Avenue, east of Parmelee Avenue and North of E 78th Street; this area is composed of Limited Density Multiple Residence, General Commerce, and Mixed-Use Development. Depending on density/intensity realized in the geography, the main may need to be upgraded to 10 inches.

Parcel developers would be required to consult with Los Angeles County and the Consolidated Sewer Maintenance District regarding future sewer facilities or upgrade considerations; the Consolidated Sewer Maintenance District would evaluate all development that will occur and conduct its own analysis of changes to the service trunk and necessary sewer infrastructure upgrades. New sewer laterals would be required for new buildings.

### **2.5.8.3 Stormwater Service**

Buildout of the FFTOD Specific Plan would generate little increase in runoff to the existing drainage system because the area is completely developed and projects would be required to incorporate low-impact development practices per the Regional Water Quality Control Board requirements and Los Angeles County Public Works Green Infrastructure Guidelines. However, based on existing infrastructure in the FFTOD Specific Plan Area, the FFTOD Specific Plan proposes that the areas served by the Glen Avenue Drain improve area runoff peak flow characteristics through generalized implementation of retention-based stormwater quality control measures within the public right-of-way and in any new developments. The FFTOD Specific Plan includes a potential for upsizing segments of the underground system to handle 50 percent greater flow.

### **2.5.8.4 Electrical Service**

Electricity in the community is provided by Southern California Edison (SCE), a private franchise utility company and subsidiary of Sempra Energy. All standards, development requirements, and improvement strategies are set directly by SCE, with oversight by the California Public Utilities Commission. New development or redevelopments would be responsible for upgrades and undergrounding as determined by SCE in coordination with Los Angeles County Public Works after building plan submittal. Underground electricity is more reliable, safer, and more aesthetically pleasing. Ultimately, SCE and the California Public Utilities Commission would determine which overhead sections will be relocated underground; electric supply and demand are generally determined on a case-by-case basis.

Developers would be responsible for the costs of required undergrounding and may also be required to bear the costs for extending streetlights or modifying traffic signals. Los Angeles County Public Works will determine streetlight and traffic signal modifications for new and redevelopments in accordance with Los Angeles County development requirements.

## 2.6 INTENDED USES OF THE EIR

This Draft Environmental Impact Report (EIR) examines the environmental impacts of the project and addresses various actions by Los Angeles County and others to adopt and implement the project. The intent of this Draft EIR is to evaluate the environmental impacts of the project, thereby enabling Los Angeles County, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals by jurisdiction required for this project to be implemented may include—but are not limited to—the following:

- Los Angeles County
  - Adoption of the proposed Florence-Firestone TOD Specific Plan General Plan amendment to update the land use designations of parcels to support TOD policies, apply newly adopted land use designations for mixed use development, and maintaining consistency between the General Plan and the Specific Plan
  - Amendment to Los Angeles County’s Code of Ordinances Title 22 Planning and Zoning (Zoning Ordinance) to repeal Chapter 22.324 Florence-Firestone Community Standards District; adopt the zoning provisions of the proposed Specific Plan (Chapter 4 Florence-Firestone Zones and Development Standards) into a new section within Title 22 Chapter 22.420; and amend the Zoning Map to change zones of identified parcels to be consistent with the Specific Plan
  - Amend the Florence-Firestone Community Plan to add a limited set of new policies that increase the TOD direction and support the Specific Plan
- South Coast Air Quality Management District
  - Issuance of point source emissions/construction permits
- Los Angeles Regional Water Quality Control Board
  - Issuance of a National Pollutant Discharge Elimination System permit for future construction activities
- California Department of Transportation
  - Issuance of encroachment permits for roadway improvements within California Department of Transportation rights-of-way
- Metro
  - Approval of development under Metro’s jurisdiction

## 2.7 REFERENCES

Los Angeles County. 2014. Los Angeles County Housing Element, 2014-2021. Available at [https://planning.lacounty.gov/assets/upl/project/housing\\_element.pdf](https://planning.lacounty.gov/assets/upl/project/housing_element.pdf); accessed on April 2, 2021.

Los Angeles County. 2015. Los Angeles County General Plan 2035. Adopted October 15.

Los Angeles County Department of Regional Planning (DRP). 2020a. Florence-Firestone Equity and Mobility Study Final for the Florence-Firestone TOD Specific Plan County of Los

Angeles. October. Available at <https://planning.lacounty.gov/assets/upl/project/fftod-mobility-equity-study-oct2020.pdf>; accessed on June 7, 2021.

DRP. 2020b. Florence-Firestone Community Atlas Revised Draft for the Florence-Firestone TOD Specific Plan County of Los Angeles. October. Available at <https://planning.lacounty.gov/assets/upl/project/fftod-community-atlas-sept2020.pdf>; accessed on June 7, 2021.

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## 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

This Draft Environmental Impact Report (EIR) has been prepared in accordance with California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and Los Angeles County Environmental Document Reporting Procedures and Guidelines. This Draft EIR evaluates the potential environmental impacts associated with the construction and operation of future development that is consistent with the Florence Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan). This Draft EIR is intended to serve as an informational document for the public agency decision-makers and the public regarding the project.

### 3.0.1 Scope of the Environmental Impacts

In accordance with Section 15126 of the CEQA Guidelines, Chapter 3 provides an analysis of the direct and indirect project and cumulative environmental effects of future development that complies with the proposed FFTOD Specific Plan with respect to existing conditions at the time the Notice of Preparation (NOP) was published (Appendix A). The determination of whether an impact is significant has been made based on the physical conditions established at the time the NOP was published (CEQA Guidelines, Section 15125[a]). The proposed FFTOD Specific Plan is evaluated in this Draft EIR at a programmatic level, in accordance with CEQA Guidelines, Section 15168. As previously stated in Chapter 1, the Draft EIR analysis is not intended to focus on the site-specific construction and operation details of each future development within the FFTOD Specific Plan Area. Rather, this Draft EIR serves as a first-tier environmental document that focuses on the effects of implementing the overall FFTOD Specific Plan to provide a comprehensive document that addresses environmental concerns of the overall effects of buildout of the proposed FFTOD Specific Plan. The following environmental resources are assessed in this chapter in accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist Form:

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

- Tribal Cultural Resources
- Utilities/Services

The environmental issue areas where impacts were found to not be significant are described in Chapter 5 (Other CEQA Considerations). Chapter 5 addresses the CEQA Guidelines Appendix G and the Los Angeles County Environmental Checklist Form questions for each of the environmental topic areas where the FFTOD Specific Plan was determined in the Initial Study to result in either a less-than-significant impact or no impact.

### **3.0.2 Approach to Environmental Analysis**

Section 3.1 through Section 3.16 of this Draft EIR present analysis of the environmental setting, regulatory framework, and potential impacts related to construction and operation of future development in accordance with the proposed FFTOD Specific Plan. The environmental evaluation includes a project analysis and a cumulative analysis. If potential significant impacts are identified, feasible programmatic mitigation measures are recommended. The analysis also includes a level of impact after the implementation of programmatic mitigation measures.

The project analysis evaluates proposed updates to land use, urban design, and mobility within the Slauson, Florence, and Firestone stations' TOD areas. The Draft EIR analyzes the General Plan Land Use amendments and updated zones, buildout of the proposed FFTOD Specific Plan, and proposed circulation, streetscape, and infrastructure system improvements.

The FFTOD Specific Plan proposes the following nine new zones: Industrial Flex (IF), Mixed-Use 1 (MU-1), Mixed-Use 2 (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM), and Residential Slauson Station (RSS). New development standards for zones would also include setback and parking standards to address mobility issues in the community. The project would also update zoning for sites identified for the Regional Housing Needs Allocation by the Housing Element Update. Buildout of the FFTOD Specific Plan would result in 12,110 additional residential units that would house approximately 42,518 additional people and approximately 1,183,013 square feet of nonresidential uses that would generate approximately 2,734 jobs. The analysis also includes the various design standards that are included in the proposed FFTOD Specific Plan. A detailed discussion of the proposed project is provided in Chapter 2, Project Description.

### **3.0.3 Standard Existing Regulations, Requirements, and Procedures Applicable to the Project**

This EIR is a program EIR prepared in accordance with CEQA Guidelines Section 15168. Although the legally required contents of a program EIR are the same as for a project EIR, program EIRs are typically more conceptual than project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.



Agencies prepare program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a program EIR has been prepared, later activities in the program must be evaluated to determine whether an additional CEQA document is necessary. However, if the program EIR addresses the program’s effects as specifically and comprehensively as possible, many later activities may be within the program EIR’s scope, and additional environmental documents may not be required (Guidelines Section 15168[c]). When a lead agency relies on a program EIR for a later activity, it must incorporate feasible mitigation measures and alternatives from the program EIR into the later activities (Guidelines § 15168[c][3]). If a later activity would have effects outside the scope of the program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the program EIR still serves a valuable purpose as the first-tier environmental analysis.

The mitigation measures described in this document are for a program-level decision (referred to as “programmatically mitigation measures”) and are intended to be used to avoid, minimize, or reduce potentially significant environmental impacts of future development projects pursuant to implementation of the FFTOD Specific Plan. Project-level activities will undergo future environmental analysis as required by CEQA and when tiering from this EIR. As part of these second-tier environmental reviews, the individual project applicants, in coordination with Los Angeles County, will use the programmatic mitigation measures identified in this program document as starting points to determine their applicability to a specific project and to develop additional or more specific mitigation measures (as necessary) for significant adverse impacts identified in the project-specific analysis associated with their specific location and type of action. The CEQA monitoring process includes review, guidance, and reporting components. For second tier documents individual project applicants, in coordination with Los Angeles County, will note which applicable programmatic mitigation measures are being adopted and used and explain why others are not. Individual project applicants will, in coordination with Los Angeles County, provide a schedule for implementing the adopted mitigation measures and for reviewing the implementation of those measures.

It should be noted that standard existing regulations, requirements, and procedures applicable to the project are considered a part of the existing regulatory environment and are not considered or included in mitigation. Table 3.0-1 lists key existing regulations, requirements, and procedures for future development projects pursuant to implementation of the FFTOD Specific Plan (refer to the individual environmental category analyses in Sections 3.1 through 3.16 for a complete discussion of regulations, requirements, and procedures applicable to the project).

**Table 3.0-1: Standard Existing Regulations, Requirements, and Procedures for Future Development Projects Pursuant to Implementation of the FFTOD Specific Plan**

<b>Key Standard Existing Regulations, Requirements, and Procedures</b>
<ul style="list-style-type: none"> <li>• Adherence to the FFTOD Specific Plan Standards</li> <li>• Los Angeles County Code</li> <li>• California Building Energy Efficiency Standards</li> <li>• Policy EJ-2.4, Green Building Techniques</li> </ul>

<b>Key Standard Existing Regulations, Requirements, and Procedures</b>
<ul style="list-style-type: none"> <li>• Hold current certificates of compliance for ARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]</li> <li>• Los Angeles County's Construction &amp; Demolition (C&amp;D) Debris Recycling and Reuse Ordinance, Chapter 20.87 of the Los Angeles County Code</li> <li>• Los Angeles County's Green Building Ordinance</li> <li>• California Code of Regulations Title 20 and Title 24 (California Building Standards Code, including CALGreen)</li> <li>• Construction General Permit and MS4 Permit</li> <li>• CBC and Los Angeles County Building Code</li> <li>• LID Standards</li> <li>• U.S. Department of Transportation (DOT) regulations listed in 49 CFR, Hazardous Materials Transportation Act</li> <li>• California Department of Transportation standards</li> <li>• California Vehicle Code (Title 13 of the CCR); and Cal/OSHA standards.</li> <li>• Subtitle C of the RCRA (40 CFR Part 263)</li> <li>• Los Angeles County Public Works Green Infrastructure Guidelines</li> <li>• Section 12.08.440 of the LACC</li> <li>• Design elements are reviewed and approved by the County Public Works Division and Fire Department prior to the issuance of development permits</li> <li>• Required law enforcement mitigation fees</li> <li>• Construction Traffic Management Plan and Construction Mitigation Plan</li> <li>• SB 50 school impact fees to the LAUSD</li> <li>• One-time Library Facilities Mitigation Fee from developers</li> <li>• Quimby Fees</li> <li>• Site Access Studies</li> </ul>



### 3.0.4 Organization of Environmental Issue Area

Implementation of the proposed FFTOD Specific Plan would result in redevelopment of the Specific Plan Area, which would include construction, and operational activities. The potential environmental impact analysis associated with each environmental topic provided in Chapter 3 is organized as follows:

- Environmental Setting
- Regulatory Setting
- Methodology
- Significance Criteria
- Environmental Impact Analysis
- Mitigation Measures
- Level of Significance After Mitigation
- Cumulative Impacts
- References

### 3.0.4.1 Environmental Setting

This section identifies and describes the existing physical environmental conditions of the FFTOD Specific Plan Area and vicinity associated with each of the impact sections. According to Section 15125(a) of the CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the vicinity of the proposed project to provide the “baseline condition” to compare project-related impacts against. Normally, the baseline condition is the physical condition that exists when the NOP is published. The NOP for the proposed project was published on March 15, 2021, which is considered the baseline for the analysis provided in this Draft EIR.

### 3.0.4.2 Regulatory Setting

This section provides an understanding of the regulatory environment that exists prior to the implementation of the project. The regulatory framework used in this Draft EIR includes federal, state, and local regulations and policies applicable to the FFTOD Specific Plan Area.

### 3.0.4.3 Methodology

This section describes the sources or methods used in the preparation of the impact analysis for each resource topic; it includes the criteria that help evaluate the degree of significance for each potential impact.

### 3.0.4.4 Significance Criteria

Significance criteria have been developed for each environmental resource in accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist from the Los Angeles County Environmental Document Reporting Procedures and Guidelines. The criteria are defined in the Methodology section and at the beginning of each impact analysis section. Impacts are categorized as follows:

- **Significant and Unavoidable:** potential for significant impact after mitigation measures are implemented
- **Less Than Significant with Mitigation:** mitigation measures, if feasible, shall be recommended to reduce potential impact to less than significant
- **Less Than Significant:** mitigation measures are not required under CEQA
- **No Impact:** mitigation measures are not required

### 3.0.4.5 Environmental Impact Analysis

This section describes environmental changes to the existing physical conditions that may occur if the project is implemented and evaluates these changes with respect to the significance criteria. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained to the extent practicable to provide facts in support of finding the impact to be or not to be significant. In determining whether impacts may be significant, all the potential effects—including direct effects and reasonably foreseeable indirect effects—are considered.

### 3.0.4.6 Mitigation Measures

This section identifies programmatic mitigation measures that can reduce or avoid the potentially significant impacts identified in the analysis. Standard existing regulations, requirements, and procedures applicable to the project are considered a part of the existing regulatory environment and are not considered or included in mitigation. Programmatic mitigation measures are feasible measures that are required—in addition to compliance with existing regulations and requirements—to reduce significant impacts. In addition to measures that the lead agency has the sole authority to implement, mitigation can also include measures that are the responsibility and jurisdiction of another public agency (CEQA Guidelines Section 15091[a][2]).

### 3.0.4.7 Level of Significance After Mitigation

This section indicates what effects remain after the implementation of programmatic mitigation measures and whether the remaining effects are considered significant. When impacts—even with the inclusion of mitigation measures—cannot be mitigated to a less than significant level, they are identified as “unavoidable significant impacts.” To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations at the time of EIR certification. In adopting such a statement, the lead agency must find that it has reviewed the EIR, balanced the benefits of the project against its significant effects, and concluded that the benefits of the project outweigh the unavoidable adverse impacts.

### 3.0.4.8 Cumulative Impacts

This section considers whether two or more individual effects resulting from the incremental impact of a project—when added to other closely related past, present, and reasonably foreseeable probable future projects—may compound or increase other environmental effects. It determines whether the change in the environment results in considerable contributions to cumulative effects.

The cumulative analysis was prepared in accordance with Section 15130 of the State CEQA Guidelines that requires an EIR to discuss cumulative impacts of a project when the incremental effects are cumulatively considerable. Cumulative impacts are defined as an impact that is created as a result of the combination of the project evaluated in this Draft EIR together with other projects causing related impacts. “Cumulatively considerable,” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, other current projects, and probable future projects. According to Section 15130(b) of the CEQA Guidelines, elements considered necessary to provide an adequate discussion of cumulative impacts of a project include either:

1. *List of past, present, and probable future projects producing related or cumulative impacts; or*
2. *A summary of projection contained in an adopted General Plan or related planning document which is designed to evaluate regional or area-wide conditions.*

The cumulative analysis provided in this Draft EIR is provided in each technical section in Chapter 3. The geographic context for the cumulative analysis is specified for each environmental issue addressed in each section. Unless otherwise identified in the environmental issue addressed in this chapter, a summary of projections in the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities was used to assess

potential environmental effects. These projections provide the anticipated planned population, housing, and employment growth in the region, which for the Florence-Firestone Community (in the absence of the FFTOD Specific Plan) would be 66,072 people, 14,911 housing units, and 9,591 jobs. The projections for the cities in the vicinity of the Florence-Firestone Community, the unincorporated areas of Los Angeles County, and the entire Los Angeles County and provided in Table 3.0-2.

**Table 3.0-2: Cumulative Net Incremental 2035 Growth Projections for the Vicinity of the FFTOD Specific Plan Area**

Jurisdiction	Population (People)*	Housing (Units)*	Employment (Jobs)*
Los Angeles County	11,230,479	3,823,564	5,050,943
Unincorporated Los Angeles County	1,232,093	374,596	276,704
City of Los Angeles	4,472,989	1,625,157	2,084,689
City of South Gate	108,746	27,389	23,357
City of Huntington Park	65,811	16,900	18,064
City of Vernon	264	82	45,582

Notes:

\*Derived from the 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities based on a linear growth projection between 2012 and 2040.

Source: SCAG 2016

The cumulative analysis includes an evaluation of the combined effect of the project along with future growth in accordance with the projections provided in Table 3.0-2. In addition, if the combined cumulative effect is significant, then a discussion of the project’s contribution to the significant cumulative effect is provided. If the project’s contribution is determined to be less than cumulatively considerable, then the project would have a less-than-significant cumulative impact.

Although not required, the cumulative analysis also evaluates the project’s contribution to a less-than-significant cumulative effect. This determination consistently found that the project’s contribution to a less-than-significant cumulative effect would be less than cumulatively considerable. The analysis in this chapter also includes the recommendation of mitigation measures to be implemented for the project if potential environmental effects were identified as significant under the project-specific analysis or if the project’s contribution to significant cumulative effects were determined to be cumulatively considerable under the cumulative analysis. A discussion of the level of impact after the implementation of mitigation measures is provided in the Significance Determination section. If a project-specific impact or a project’s contribution to a cumulative impact did not require mitigation measures, then a statement of the level of impact (i.e., no impact or less than significant impact) is provided.

### 3.0.5 References

Sources referenced for each environmental topic analyzed in this document are provided at the end of each section.

Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies Current Context Demographics and Growth Forecast Appendix. Adopted. April.

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## 3.1 AESTHETICS

This section evaluates the potential for implementation of the proposed Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) to impact aesthetic, scenic, and visual resources.

### 3.1.1 Environmental Setting

#### 3.1.1.1 Regional and Community Aesthetics and Visual Character

The proposed FFTOD Specific Plan Area encompasses the Los Angeles County unincorporated community of Florence-Firestone. Florence-Firestone is an urbanized community approximately 6 miles south of downtown Los Angeles and has an area of 3.48 square miles. The area is bound by the city of Los Angeles to the north, south, and west. The city of Huntington Park, the city of South Gate, and the unincorporated community of Walnut Park are to the east of Florence-Firestone. The regional urban environment is developed with commercial, industrial, residential uses at various densities, and public facilities, including transportation. The region is generally flat with distant major topographic features.

The LA Metro A (Blue) Line, which connects downtown Los Angeles to Long Beach, has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone stations) and operates numerous bus routes in the community. Three freeways (I-110, I-105, and I-10) are within a 2.5-mile radius of the community. Florence-Firestone is primarily composed of single- and multifamily residential neighborhoods. Commercial activity is concentrated along major transportation routes. The community still has clusters of industrial uses from its industrial past especially along the Alameda Corridor (DRP 2019).

#### 3.1.1.2 Views, Light, and Glare

The community is generally laid out in a grid system of streets and has a relatively flat topography with elevations ranging from approximately 175 feet above mean sea level (amsl) in the northwest to 115 feet amsl in the southeast (Yamazaki et al. 2017). Streets provide the communities with long-range views of other urban developed areas and associated roadways and landscaping. Street views include parked and moving vehicles, which are consistent with the urban land uses and character of the community. Overall, views in and surrounding the FFTOD Specific Plan Area consist of urban development, both residential and commercial; streets and associated parking areas; and views of the LA Metro A line tracks that bisect the FFTOD Specific Plan Area north to south. An existing pedestrian bridge over the LA Metro A (Blue) Line tracks at East 76th Street (connecting the western side of the community on 76th Street to Roosevelt Park at Graham Avenue) provides elevated, locally valued viewsheds from the top of the bridge with views of the downtown Los Angeles skyline and San Gabriel Mountains. There are no designated scenic highways, significant ridgelines, or other identified scenic resources in the FFTOD Specific Plan Area (see Section 5.1, Impacts Found Not to Be Significant).

As described, the FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses; existing lighting in the area including streetlights, commercial signage, vehicle lights, parking lot lights, and building lights.

## 3.1.2 Regulatory Setting

### 3.1.2.1 State

#### California Building Code

The California Building Code, Part 2 of Title 24 in the California Code of Regulations, is based on the International Building Code and combines three types of building standards from three different origins:

- Building standards that have been adopted by state agencies without change from building standards in the International Building Code
- Building standards that have been adopted and adapted from the International Building Code to meet California conditions
- Building standards authorized by the California legislature that constitute extensive additions not covered by the International Building Code and have been adopted to address particular California concerns

The California Building Code includes standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls.

### 3.1.2.2 Local

#### Florence-Firestone Community Plan

The Florence-Firestone Community Plan (FFCP) is a policy document for the future development, conservation, and maintenance of the Florence-Firestone community. The following aesthetic-related policies of the FFCP pertain to the FFTOD Specific Plan Area:

- **Policy C 4.1**—Attract visitors, pedestrians, and investors to commercial areas by requiring buildings and entrances to orient to the sidewalk and by enhancing streetscapes and infrastructure to create a safe and aesthetically pleasing environment
- **Policy C 4.6**—Provide defining architectural elements and visual interest in new development and renovations to existing structures, including renovating long expanses of windowless walls along the street frontage
- **Policy CN 1.1**—Beautify and ensure safety at transit stations in Florence-Firestone by addressing safety concerns regarding limited visibility at elevated stations, and using amenities such as street trees, seating, shade structures, public art, or other methods to improve aesthetics while maximizing visibility
- **Policy I 4.1**—Require improvements to industrial facilities, operations, and equipment to reduce aesthetic, social, and environmental impacts
- **Policy I 4.2**—Require industrial uses to mitigate negative impacts, including but not limited to, noise, odor, air and water quality, and aesthetics, through site design and adherence to development standards, performance measures, and conditions of approval
- **Policy EJ 3.3**—Enhance the connectivity, safety, and aesthetics of pedestrian and bicycle access routes to parks and open space by providing improved lighting, landscaping, sidewalks, and multi-use pathways



- **Policy TD 3.4**—Create physical and visual connections between each LA Metro Blue Line station and adjacent neighborhoods, public facilities, public parks, and activity centers through installation of identifiable public art elements, inclusive of lighting, community markers, or other elements

### 3.1.3 Methodology

The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the quality of what can be seen, as well as an overall visual perception of the environment. Potential aesthetic impacts can be evaluated by considering proposed building setbacks, scale, massing, typical construction materials, and landscaping features of the project. Nighttime illumination and glare analyses address the effects of a project's exterior lighting on adjoining uses and areas. Light and glare impacts are determined by comparing the existing light sources with the proposed lighting plan or policies.

#### 3.1.3.1 Thresholds of Significance

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines and the Los Angeles County Environmental Checklist, the project would have a significant impact on aesthetics if it would:

- Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality (public views are those that are experienced from publicly accessible vantage point); or
- Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.

The thresholds listed below were scoped out of the analysis in the Initial Study (Appendix A), and are only described in Chapter 5, Other CEQA Considerations:

- Have a substantial adverse effect on a scenic vista
- Be visible from or obstruct views from a regional riding, hiking, or multi-use trail
- Substantially damage scenic resources, including—but not limited to—trees, rock outcroppings, and historic buildings within a state scenic highway

### 3.1.4 Environmental Impacts

**AES-1:** *Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point.)*

Implementation of the FFTOD Specific Plan would establish transit-oriented policy direction, development standards, and implementation programs to encourage infill development with pedestrian friendly and community serving uses near transit stops. It would enable additional development of mixed use, commercial, and residential land uses and provide mobility improvements that support increased housing density and employment in proximity to the three

LA Metro A (Blue) Line Stations in the community (Slauson, Florence, and Firestone stations). These improvements would allow for increased development intensity, taller buildings, and/or streetscape changes that are consistent with a transit oriented development pattern.

The FFTOD Specific Plan includes Guiding Principles and Concepts for each station and that serve as the approach to land use, urban design building standards, and mobility improvements (see Chapter 2, Project Description).

### 3.1.4.1 Zones

This FFTOD Specific Plan establishes new zones for Florence-Firestone to support transit-oriented development strategies for the community. Four mixed use zones are near the transit stations and along major corridors like Slauson Avenue, Compton Avenue, Holmes Avenue, and Nadeau Street. These zones establish setbacks that, through private development over time, can increase the width of the public realm (public right-of-way sidewalks combined with public-accessible private property adjacent to the sidewalk) while providing a range of formats for new employment and services. Mobility improvements such as street crossings and bulb-outs are also identified to make walking and rolling in the community easier in association with these mixed use zones. The FFTOD Specific Plan creates four new residential zones that permit a variety of configurations, unit sizes, densities, and affordability. New housing options and more affordable units are expected to be built in the community in conjunction with State Density Bonus Law and affordable housing programs. The FFTOD Specific Plan zoning standards would require new development along major corridors to increase the width of the perceived sidewalks through setbacks, install street trees, provide private and common open space, and contribute to more greenery in the community. Standards also incentivize community-supportive uses, promote public art and murals, and require large developments to construct publicly accessible open spaces or other community amenities. The FFTOD Specific Plan identifies key street and sidewalk improvements to be implemented by Los Angeles County. All public right-of-way improvements identified by this Specific Plan are intended to balance connectivity, access, and ease of use for people walking, bicycling, rolling, using transit, and driving in the community. Mobility strategies are focused on increasing access and connectivity to transit stations through new infrastructure and facilities that increase safety for pedestrians and bicyclists and support increased ridership over time.

The anticipated visual character of the FFTOD Specific Plan Area at full buildout would vary based on development that would occur in each of the proposed following zones:

- **Industrial Mix (IX) Zone**—The IX Zone is intended to maintain light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The Zone allows for transitions between employment and residential uses to encourage less noxious uses, such as commercial to abut homes, supporting the goals of the Los Angeles County draft Green Zones Program and Ordinance. This Zone allows uses focused on light industrial, neighborhood-serving commercial and office and does not allow residential uses. The IX Zone implements the General Plan Land Use Designation IL Light Industrial.
- **Mixed-Use Transit (MU-T) Zone**—The MU-T Zone is intended to create a high-intensity mixed use transit district with a variety of housing, jobs, and neighborhood services in existing commercial and industrial areas surrounding the Slauson Station. This Zone will allow uses that encourage a more pedestrian-oriented setting with active uses to encourage

walking, bicycling, and multi-modal transportation. The MU-T Zone implements the General Plan Land Use Designation MU Mixed Use.

- **Mixed-Use 3 (MU-3) Zone**—The MU-3 Zone is intended to support employment and higher-density residential uses by encouraging greater job opportunities and homes for communities near transit, focused in existing industrial areas with large sites surrounding the Florence Station. The purpose of this Zone is to create an employment-focused, high-intensity mixed use transit district that allows for transitions between industrial areas and homes with less environmentally intensive uses, such as offices. The MU-3 Zone implements the General Plan Land Use Designation MU Mixed Use.
- **Mixed-Use 2 (MU-2) Zone**—The MU-2 Zone is intended to support “main street” retail, employment, and homes for the communities near transit along existing commercial corridors surrounding the Slauson and Florence stations. This Zone allows uses focused on local neighborhood services, such as local-serving retail, personal services (including salons and accountants), food or groceries, and homes. The MU-2 Zone implements the General Plan Land Use Designation MU Mixed Use.
- **Mixed-Use 1 (MU-1) Zone**—The MU-1 Zone is intended to support mixed use corridors near transit to provide a range of local neighborhood services and homes near transit. The MU-1 Zone implements the General Plan Land Use Designation CM Commercial Major.
- **Residential Low-Medium 1 (RLM-1) Zone**—The RLM-1 Zone is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as duplexes, triplexes, and detached townhomes. The RLM-1 Zone implements the General Plan Land Use Designation H18 Residential.
- **Residential Low-Medium 2 (RLM-2) Zone**—The RLM-2 Zone is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as attached townhomes, apartments, triplexes, and fourplexes. The RLM-2 Zone implements the General Plan Land Use Designation H30 Residential.
- **Residential Medium (RM) Zone**—The RM Zone is intended to apply to existing residential neighborhoods where the purpose is to encourage medium-density residential housing near transit. The Zone allows multi-family residential homes such as apartments and townhomes. The RM Zone implements the General Plan Land Use Designation H50 Residential.
- **Residential Slauson Station (RSS) Zone**—The RSS Zone is intended to encourage the establishment of high-density residential housing near transit in existing neighborhoods. The RSS Zone seeks to provide a wider range of housing types and densities, supporting transit-oriented development. The RSS Zone implements the General Plan Land Use Designation H100 Residential.

Zone regulations intended to guide development and decision making to achieve the vision and guiding principles of the FFTOD Specific Plan provide a detailed list of allowed land uses, permit requirements, and objective development standards for each zone in the FFTOD Specific Plan Area. They would regulate the visual character and quality of the FFTOD Specific Plan Area through residential unit densities (ranging from 18 to 100 dwelling units per acre depending on zone), maximum building heights (e.g., tallest being 72 feet [6 stories] for mixed use zones [MU-T], 65 feet [5 stories] for residential zones [RSS]), fence/wall standards, open space, landscaping, sidewalk requirements, setbacks and stepbacks, transparency and type of materials, modulation standards, pedestrian design, (including public art and lighting), architectural elements, signage, materials/colors, etc. These urban design standards of the FFTOD Specific Plan would provide a comprehensive approach to high quality design for the physical design of the FFTOD Specific

Plan Area and would serve to upgrade and improve the aesthetic appearance of existing buildings, open space areas, and other site improvements through architectural and landscape improvements to enhance the overall visual character of the FFTOD Specific Plan Area.

The FFTOD Specific Plan also includes recommended strategies to create a multi-modal environment that responds to the needs for more efficient and balanced transportation systems. The recommended mobility infrastructure improvements identified support transit, pedestrian, and bicycle mobility, and improve parking conditions. Examples of these strategies include:

- Transit stop amenities improve the transit experience (e.g., shelters, benches, lighting, transit information, trash bins, bicycle racks, and public art)
- Installation of new signage and wayfinding
- Traffic calming measures such as curb extensions, speed bumps, raised crosswalks, traffic circles, and roundabouts help slow the speed of traffic, improve the pedestrian environment, and minimize safety concerns associated with cut-through traffic
- Adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street

The FFTOD Specific Plan Area lacks a cohesive walking network. The LA Metro Rail Line creates a barrier to walkability by splitting the community across a mostly impermeable north/south barrier. Additional freight rail lines such as the line that travels southeast away from the Slauson Station create additional challenges to walkability. Some residential and commercial streets have parkways, trees, and space for street furniture, while others are narrow and constrained by walls, without any buffer between pedestrians and vehicle traffic. Some of the block sizes in the community are considered walkable, while others are over 600 feet in length and lack sufficient crossing opportunities. Long distances between pedestrian crossings may encourage people to cross at locations that lack supportive infrastructure like painted crosswalks or traffic signals because reaching such a facility may require longer out-of-direction travel. These conditions reduce both the walkability of the area and safety for pedestrians.

The FFTOD Specific Plan proposes to enhance the walkability, pedestrian comfort, mobility and access, and safety of the area for people walking. The FFTOD Specific Plan would implement the Los Angeles County Transit Oriented District Toolkit (2019) and proposes to enhance the “frontage zone” portion of sidewalks in specific locations. The frontage zone is the portion of private property that abuts the public right-of-way sidewalk. Together, the frontage zone and public sidewalk create the public realm. While sidewalk requirements—including locations and widths—are regulated per Title 22 Chapter 21.24.050 (Highways), which establishes right-of-way and roadway width requirements with cross-section diagrams specifying sidewalk dimensions, the FFTOD Specific Plan establishes required private development street setbacks that would expand the public realm and the perceived width of the sidewalk through an enhanced the frontage zone. In the “furniture zone” of the public sidewalk, the FFTOD Specific Plan requires installation of street trees in specific zones. These requirements—coupled with pedestrian design standards (e.g., building location, entry orientation, and ground floor design)—would help to create a comfortable and attractive sidewalk environment for pedestrians along mixed-use and commercial corridors as property improvements or redevelopment occurs. In addition, three major improvements have been identified to improve access to the LA Metro A Line Stations in the FFTOD Specific Plan Area (and to Roosevelt Park), with a focus on pedestrian accessibility:

- **Southern Slauson Station Access Point.** Formalizing the informal pedestrian pathway leading from 60th Street to Slauson Avenue will connect the neighborhoods south of the Slauson Station to the station entrance. This pathway is already used as an informal access point to the station and provides a more direct path of travel to the station entrance. Formalizing the path will require acquisition of the rail right-of-way underneath the LA Metro A (Blue) Line, coordination with LA Metro, and coordination with Los Angeles County Public Works.
- **Pedestrian Bridge at 76th Street.** Replacement and reconstruction of the pedestrian bridge connecting the west side of the community at East 76th Street to Roosevelt Park at Graham Avenue would improve neighborhood pedestrian connectivity, access to community assets, and access to transit. In addition, by incorporating public art, the reconstruction of this bridge would create a pleasing visual marker for the community, reinforcing locally valued viewsheds at the top of the bridge.
- **Florence Station and Firestone Station Access.** Increasing the ease of reaching a transit station is an important improvement that should be made for each of the stations in the FFTOD Specific Plan Area. The LA Metro A (Blue) Line Stations in the study area each only have one access point. The Slauson Station will see expanded access as the West Santa Ana Branch line is implemented, but the Florence and Firestone stations would also benefit from improved access. At the Florence Station, the community suggested creation of a second at-grade access point at the south end of the station to minimize out-of-direction travel to access the platform. At the Firestone Station, additional amenities under the elevated rail line would improve the pedestrian and transit rider experience. These amenities could include:
  - Better lighting under the rail overcrossing, near the station entrance, and along the blocks adjacent to the station
  - Beautification through murals, art, and landscaping
  - Additional LA Metro communication and emergency call boxes
  - Additional street furniture
  - Additional wayfinding, signage, and branding extending under the overcrossing to the west side of the rail tracks
  - Additional lighting, wayfinding, and pathways to the abutting Leon H Washington Park

Overall, development in accordance with the FFTOD Specific Plan would not degrade the existing visual character of the highly urbanized Florence-Firestone community. Redevelopment of existing and/or new buildings would be designed based on the FFTOD Specific Plan's urban design guidelines and include architectural and landscaping details that complement and enhance the overall quality of the community. The FFTOD Specific Plan is consistent with and provides a framework for implementing the goals, land uses, and policies of the General Plan, broader transit oriented development goals of Los Angeles County, and the FFCP. As such, the FFTOD Specific Plan would not substantially degrade the existing visual character or quality of public views of the FFTOD Specific Plan Area or its surroundings or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

**AES-2:** *Would the create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?*

Nighttime illumination and glare impacts are the effects of a project's exterior lighting on adjacent uses and areas. Glare can also be generated by light reflecting off passing cars and large expanses of glazing (e.g., glass windows) or other reflective surfaces. Excessive light and/or glare can impair vision, cause annoyance, affect sleep patterns, and generate safety hazards when experienced by drivers.

Given that the FFTOD Specific Plan Area is a highly urbanized environment, there are a number of existing sources of nighttime illumination, including lighting from the LA Metro A Line and its three stations, parking lot lights, security lights, and interior and exterior lighting from residential, commercial, office, and industrial buildings. Additional nighttime light and glare sources contributing to this environment are generated by surrounding residential and commercial land uses outside of the FFTOD Specific Plan Area, as well as from vehicular traffic and streetlights along I-110, I-105, I-10 and other major roadways.

Buildout of the FFTOD Specific Plan would alter and intensify land uses and their related lighting sources throughout the FFTOD Specific Plan Area by introducing new building (interior and exterior), security, sign, street, and parking lights. The FFTOD Specific Plan also encourages the provision of mobility and transit amenities that can include lighted shelters, wayfinding signage, and additional lighting to increase the accessibility, safety, and convenience of multimodal travel. Additional sources of glare could also be introduced in the form of large expanses of glazing (e.g., glass windows) and building materials (e.g., reflective metal treatments).

The FFTOD Specific Plan includes development standards related to lighting and building materials that would reduce light and glare impacts generated by the project. In general, all outdoor lighting systems, including architectural lighting, shall not aim directly at the open sky, off site, or onto adjacent uses. Blinking, flashing, and oscillating lights are prohibited, and warm white lights shall be used where possible. Colored lights shall be avoided and only be used if they are part of a comprehensive architectural lighting theme of commercial areas or establishments. All parking structures must screen night lighting to avoid uplighting, spillover, and glare on nearby properties. Future development projects shall be required to comply with the specific development standards for lighting of their respective zones. Generally, all lighting and lighting fixtures shall be designed to complement buildings, be of an appropriate scale, avoid creating glare, and provide adequate light over walkways and parking areas to foster pedestrian safety.

In addition to development standards for lighting within the FFTOD Specific Plan, future development projects pursuant to implementation of the FFTOD Specific Plan would also be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires. For example, new lighting sources would be required to be installed in accordance with the provisions of Section 110.9 (Mandatory Requirements for Lighting Control Devices and Systems, Ballasts, and Luminaires); this would ensure new lighting sources are not only energy efficient but are regulated based on light power and brightness, shielding, and sensor control standards. Compliance with these state provisions would be ensured through Los Angeles County's development review process and building plan check process.

Overall, development in accordance with the FFTOD Specific Plan would introduce new sources of light and glare. However, the FFTOD Specific Plan Area is highly urbanized; new light and glare associated with the FFTOD Specific Plan would be typical of the surrounding area and what is expected for an urban, transit-oriented community. Adherence to the FFTOD Specific Plan standards, Los Angeles County Code, and California Building Energy Efficiency Standards would reduce project-generated lighting and glare impacts to less-than-significant levels.

### **3.1.5 Programmatic Mitigation Measures**

No programmatic mitigation measures are required.

### **3.1.6 Level of Significance After Mitigation**

No programmatic mitigation measures are required. Impacts would be less than significant.

### **3.1.7 Cumulative Impacts**

Aesthetic impacts are localized to the FFTOD Specific Plan Area and its immediate surroundings. Given that the FFTOD Specific Plan Area is highly urbanized and completely built out, implementation of the FFTOD Specific Plan and any other future cumulative development that would be accommodated under the County's General Plan would not be expected to negatively impact the visual character of the FFTOD Specific Plan or its surroundings. As with development that would be accommodated by the project, all future cumulative development projects under the County's General Plan would be required to adhere to development standards outlined in the Los Angeles County Code as they relate to aesthetics. Therefore, the project's contribution to cumulative visual character and quality impacts is considered less than significant.

In addition, due to the existence of light and glare from existing commercial, office, industrial, and residential uses in the FFTOD Specific Plan Area, the project is not anticipated to add significant new sources of nighttime light and glare in the vicinity; new light and glare associated with the FFTOD Specific Plan would be typical of the surrounding area and what is expected for an urban, transit oriented community. Adherence to the FFTOD Specific Plan standards and/or Los Angeles County Code and California Building Energy Efficiency Standards would also be applicable to future cumulative development projects. The project's contribution to cumulative light and glare impacts is considered less than significant.

### **3.1.8 References**

Los Angeles County Department of Regional Planning (DRP). 2019. Florence-Firestone Community Plan. Available at: [https://planning.lacounty.gov/assets/upl/project/ffcp\\_final\\_20190903.pdf#page=46](https://planning.lacounty.gov/assets/upl/project/ffcp_final_20190903.pdf#page=46)  
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## 3.2 AIR QUALITY

This section evaluates the potential for implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) to impact air quality. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). The analysis in this section is based on buildout of the FFTOD Specific Plan, as modeled using the California Emissions Estimator Model (CalEEMod) and trip generation and vehicle miles traveled (VMT) provided by Fehr & Peers. The trip generation and VMT data and criteria air pollutant emissions modeling for construction and operational phases are provided in Appendix B.

### 3.2.1 Environmental Setting

#### 3.2.1.1 South Coast Air Basin

The proposed FFTOD Specific Plan Area is in the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is in a coastal plain with connecting broad valleys and low hills; it is bounded by the Pacific Ocean in the southwest quadrant, and high mountains form the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

#### Temperature and Precipitation

The annual average temperature varies little throughout the SCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological stations nearest to the FFTOD Specific Plan Area are the Downey Fire Station FC107C (ID 042494) and the Montebello Station (ID 045790), California, Monitoring Stations. The average low is reported at 55.7°F, and the average high is 79.1°F (WRCC 2021a).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall averages 14.46 inches per year in the project area (WRCC 2021b).

#### Humidity

Although the SCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB (SCAQMD 2005).

## Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting their eastward transport. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

## Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These are the marine/subsidence inversion and the radiation inversion. The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

### 3.2.1.2 Criteria Pollutants

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as being of concern on both nationwide and statewide levels: ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead, and particulate matter (PM). PM is subdivided into two classes based on particle size: PM equal to or less than 10 micrometers in diameter (PM<sub>10</sub>) and PM equal to or less than 2.5 micrometers in diameter (PM<sub>2.5</sub>). Because the air quality standards for these air pollutants are regulated using human health and environmentally based criteria, they are commonly referred to as “criteria air pollutants.”

*Ozone.* Ozone is the principal component of smog and is formed in the atmosphere through a series of reactions involving reactive organic gases (ROGs) or volatile organic compounds (VOCs), and nitrogen oxides (NO<sub>x</sub>) in the presence of sunlight. ROG/VOC and NO<sub>x</sub> are called precursors of ozone. NO<sub>x</sub> includes various combinations of nitrogen and oxygen, including nitric oxide (NO), NO<sub>2</sub>, and others. Significant ozone concentrations are usually produced only in the summer, when atmospheric inversions are greatest, and temperatures are high. ROG/VOC and NO<sub>x</sub> emissions are both considered critical in ozone formation.

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

*Carbon Monoxide.* CO is a colorless and odorless gas that, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Relatively high concentrations are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. Even under most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Vehicle traffic emissions can cause localized CO impacts, and severe vehicle congestion at major signalized intersections can generate elevated CO levels, called “hot spots,” which can be hazardous to human receptors adjacent to the intersections. Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport. Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

*Nitrogen Dioxide.* NO<sub>2</sub> is a product of combustion and is generated in vehicles and in stationary sources, such as power plants and boilers. It is also formed when ozone reacts with NO in the atmosphere. As noted above, NO<sub>2</sub> is part of the NO<sub>x</sub> family and is a principal contributor to ozone and smog generation. Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children, is associated with long-term exposure to NO<sub>2</sub> at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Airway contraction and increased resistance to air flow are observed after short-term exposure to NO<sub>2</sub> in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

*Sulfur Dioxide.* SO<sub>2</sub> is a combustion product, with the primary source being power plants and heavy industries that use coal or oil as fuel. SO<sub>2</sub> is also a product of diesel engine combustion. SO<sub>2</sub> in the atmosphere contributes to the formation of acid rain. SO<sub>2</sub> can irritate lung tissue and increase the risk of acute and chronic respiratory disease. In asthmatics, increased resistance to air flow and a reduction in breathing capacity leading to severe breathing difficulties are observed after acute exposure to SO<sub>2</sub>. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO<sub>2</sub>. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO<sub>2</sub> levels. In these studies, efforts to separate the effects of SO<sub>2</sub> from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

*Lead.* Lead is a highly toxic metal that may cause a range of human health effects. Previously, the lead used in gasoline anti-knock additives represented a major source of lead emissions to the atmosphere from mobile and industrial sources. EPA began working to reduce lead emissions soon after its inception, issuing the first reduction standards in 1973. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. EPA banned the use of leaded gasoline in highway vehicles in December 1995. As a result of EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death, although it appears that there are no direct effects of lead on the respiratory system.

*Particulate Matter.* PM is a complex mixture of extremely small particles that consists of dry solid fragments, solid cores with liquid coatings, and small liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, soot, and soil or dust particles. Natural sources of PM include windblown dust and ocean spray. The size of PM is directly linked to the potential for causing health problems. EPA is concerned about particles that are 10 micrometers in diameter or smaller, because these particles generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Health studies have shown a significant association between exposure to PM and premature death. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and irregular heartbeat (EPA 2016). Individuals particularly sensitive to fine particle exposure include older adults, people with heart and lung disease, and children. A consistent correlation between elevated PM levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks, and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer. EPA groups PM into two categories, which are described below.

*PM<sub>10</sub>.* PM<sub>10</sub> includes both fine and coarse dust particles; the fine particles are PM<sub>2.5</sub>. Coarse particles, such as those found near roadways and dust-producing industries, are larger than 2.5 micrometers and smaller than 10 micrometers in diameter. Sources of coarse particles include crushing or grinding operations and dust from paved or unpaved roads. Control of PM<sub>10</sub> is primarily achieved through the control of dust at construction and industrial sites, the cleaning of paved roads, and the wetting or paving of frequently used unpaved roads.

*PM<sub>2.5</sub>.* Fine particles, such as those found in smoke and haze, are PM<sub>2.5</sub>. Sources of fine particles include all types of combustion activities (e.g., motor vehicles, power plants, wood burning) and certain industrial processes. PM<sub>2.5</sub> is also formed through reactions of gases, such as SO<sub>2</sub> and NO<sub>x</sub>, in the atmosphere. PM<sub>2.5</sub> is the major cause of reduced visibility (haze) in California.

### 3.2.1.3 Toxic Air Contaminants

In addition to criteria pollutants, both federal and state air quality regulations also focus on toxic air contaminants (TACs). TACs can be separated into carcinogens and noncarcinogens based on the nature of the effects associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur. Any exposure to a carcinogen poses some risk of contracting cancer. Noncarcinogens differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

TACs may be emitted by stationary, area, or mobile sources. Common stationary sources of TAC emissions include gasoline stations, dry cleaners, and diesel backup generators, which are subject to local air district permit requirements. The other, often more significant, sources of TAC emissions are motor vehicles on freeways, high-volume roadways, or other areas with high numbers of diesel particulate matter-emitting activities, such as distribution centers and railyards. Off-road mobile sources are also major contributors of TAC emissions and include construction equipment, ships, and trains.

### 3.2.1.4 SCAB Nonattainment Designations

Health-based air quality standards have been established for these criteria pollutants by the United States Environmental Protection Agency (EPA) at the national level and by CARB at the state level. These standards, called California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) were established to protect the public with a margin of safety from adverse health impacts due to exposure to air pollution. California has also established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The standards are provided in Table 3.2-3. The Air Quality Monitoring Plan (AQMP) developed by the SCAQMD provides the framework for air quality basins to achieve attainment of the CAAQS and NAAQS through the State Implementation Plan (SIP). Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for nonattainment are marginal, moderate, serious, severe, and extreme.

- **Unclassified:** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment:** A pollutant is in attainment if the Ambient Air Quality Standards (AAQS) for that pollutant was not violated at any site in the area during a 3-year period.
- **Nonattainment:** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- **Nonattainment/Transitional:** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SCAB is provided in Table 3.2-1. The SCAB is designated as a maintenance area for CO and PM<sub>10</sub>, as a nonattainment area for ozone and PM<sub>2.5</sub>, and as an unclassifiable or attainment area for NO<sub>2</sub> and SO<sub>2</sub> under the NAAQS. Additionally, the SCAB is designated as a partial nonattainment area for the Los Angeles County portion of the SCAB for

near-source monitors for the lead NAAQS. The SCAB is designated as an attainment area for all criteria air pollutants except ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> under the CAAQS.

**Table 3.2-1: Attainment Status of Criteria Pollutants in the South Coast Air Basin**

Pollutant	State	Federal
Ozone – 1-hour	Nonattainment	No Federal Standard
Ozone – 8-hour	Nonattainment	Nonattainment (Extreme)
PM <sub>10</sub>	Nonattainment	Attainment (Maintenance)
PM <sub>2.5</sub>	Nonattainment	Nonattainment (Serious)
CO	Attainment	Attainment (Maintenance)
NO <sub>2</sub>	Attainment	Unclassifiable/Attainment
SO <sub>2</sub>	Attainment	Unclassifiable/Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)
All Others	Attainment/Unclassified	No Federal Standards

Source: SCAQMD 2016

### 3.2.1.5 SCAB Multiple Air Toxics Exposure Study IV

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on ambient concentrations of TACs and the potential health risks from air toxics in the SCAB.

In 2015, the SCAQMD published the Multiple Air Toxics Exposure Study IV (MATES IV), a monitoring and evaluation study conducted in the SCAB. The MATES IV consists of a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the SCAB. The study focuses on the carcinogenic risk from exposure to air toxics. The MATES IV estimated population weighted risk in the SCAB is 897 per million, a decrease of about 57 percent compared to the previous study (MATES III). The study also showed that diesel exhaust emissions had declined by about 70 percent, but diesel PM continued to account for about two-thirds of the cancer risk from air toxics (SCAQMD 2017a). MATES IV also extrapolated excess cancer risk levels throughout the SCAB by modeling specific grids. MATES IV estimates an excess cancer risk of 1,040 to 1,593 per million for the area surrounding the Project Site (SCAQMD 2015a). SCAQMD has begun the MATES V, which will include an updated emissions inventory of TACs and updated modeling effort to characterize risk across the SCAB.

### 3.2.1.6 Existing Ambient Air Quality

Existing ambient air quality, historical trends, and projections in the vicinity of the FFTOD Specific Plan Area are best documented by measurements made by SCAQMD. The FFTOD Specific Plan Area is in Source Receptor Area (SRA) 12–Southcentral Los Angeles County Coastal. The air quality monitoring station closest to the FFTOD Specific Plan Area is the Compton Station, located approximately 4 miles south of the FFTOD Specific Plan Area. This station monitors ozone, NO<sub>2</sub>, and PM<sub>2.5</sub>. Data for CO was obtained from the SCAQMD Historical Air Quality Data by Year for SRA 12. Data for PM<sub>10</sub> was obtained from the Los Angeles-North Main Street Station, approximately 5.5 miles north of the FFTOD Specific Plan Area. The most current 3 years of data monitored at these stations are provided in Table 3.2-2. The data show recurring violations of the PM<sub>10</sub> and PM<sub>2.5</sub> standards. The federal and state 8-hr O<sub>3</sub> standard were

exceeded in 2017 and 2019. The CO standards have not been violated in the last 3 years in the vicinity of the FFTOD Specific Plan Area.

**Table 3.2-2: Ambient Air Quality Monitoring Summary**

Pollutant Standard	2017	2018	2019
<b>Ozone</b>			
State 1-Hour $\geq$ 0.09 ppm (days exceed threshold)	0	0	1
State 8-hour $\geq$ 0.07 ppm (days exceed threshold)	5	0	1
Federal 8-Hour $>$ 0.070 ppm (days exceed threshold)	5	0	1
Max. 1-Hour Conc. (ppm)	0.092	0.075	0.100
Max. 8-Hour Conc. (ppm)	0.076	0.064	0.079
<b>Carbon Monoxide (CO)</b>			
State 8-Hour $>$ 9.0 ppm (days exceed threshold)	*	*	*
Federal 8-Hour $\geq$ 9.0 ppm (days exceed threshold)	*	*	*
Max. 8-Hour Conc. (ppm)	4.6	3.5	3.2
Max. 1-Hour Conc. (ppm)	6.1	4.7	3.8
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
State 1-Hour $\geq$ 0.18 ppm (days exceed threshold)	0	0	0
Federal 1-Hour $\geq$ 0.100 ppm (days exceed threshold)	0	0	0
Max. 1-Hour Conc. (ppb)	99.1	68.3	70.0
<b>Coarse Particles (PM<sub>10</sub>)</b>			
State 24-Hour $>$ 50 $\mu\text{g}/\text{m}^3$ (days exceed threshold)	40	31	15
Federal 24-Hour $>$ 150 $\mu\text{g}/\text{m}^3$ (days exceed threshold)	0	0	0
Max. 24-Hour Conc. ( $\mu\text{g}/\text{m}^3$ )	96.2	81.2	93.9
<b>Fine Particulates (PM<sub>2.5</sub>)</b>			
Federal 24-Hour $>$ 35 $\mu\text{g}/\text{m}^3$ (days exceed threshold)	15	6	1
Max. 24-Hour Conc. ( $\mu\text{g}/\text{m}^3$ )	66.7	49.4	39.5

Source: CARB 2021; SCAQMD 2020.

Notes: ppm = parts per million; ppb = parts per billion,  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter

\* Data not available

### 3.2.1.7 Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent because the

majority of the workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

### 3.2.2 Regulatory Setting

Air quality in the SCAB is regulated by EPA, CARB, and the SCAQMD. Each of these agencies develops rules, regulations, or policies, and/or goals to attain the directives imposed through legislation. Although EPA regulation may not be superseded, both state and local regulations may be more stringent. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the FFTOD Specific Plan are summarized below.

#### 3.2.2.1 Federal and State Laws

##### Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the U.S. Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollutants. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

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

As described previously, both California and the federal government have established health-based AAQS for seven air pollutants, which are provided in Table 3.2-3, Ambient Air Quality Standards for Criteria Pollutants. These pollutants are ozone, NO<sub>2</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

**Table 3.2-3: Ambient Air Quality Standards for Criteria Pollutants**

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	



Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	
Respirable Fine Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m <sup>3</sup>	
Lead (Pb)	30-Day Average	1.5 µg/m <sup>3</sup>	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m <sup>3</sup>	
	Rolling 3-Month Average	*	0.15 µg/m <sup>3</sup>	
Sulfates (SO <sub>4</sub> )	24 hours	25 µg/m <sup>3</sup>	*	Industrial processes
Visibility Reducing Particles	8 hours	ExCo = 0.23/km visibility of 10 ≥ miles	*	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	*	Hydrogen sulfide (H <sub>2</sub> S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hour	0.01 ppm	*	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016

### Tanner Air Toxics Act and Air Toxics “Hot Spot” Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and to reduce exposure to them. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a

present or potential hazard to human health” (17 California Code of Regulations [CCR] § 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 U.S. Code § 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate “toxics best available control technology” to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

The CARB also adopted a Diesel Risk Reduction Plan, which recommends control measures to achieve a diesel PM reduction of 85 percent by 2020 from year 2000 levels. Recent regulations and programs include the low-sulfur diesel fuel requirement and more stringent emission standards for heavy-duty diesel trucks and off-road in-use diesel equipment. As emissions are reduced, it is expected that the risks associated with exposure to the emissions will also be reduced.

CARB has promulgated the following specific rules to limit TAC emissions:

- 13 CCR Chapter 10, § 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- 13 CCR Chapter 10, § 2480, Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- 13 CCR § 2477 and Article 8, Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

The CARB has also developed the Air Quality and Land Use Handbook: A Community Health Perspective to provide guidance on land use compatibility with sources of TACs (CARB 2005). These sources include freeways and high-traffic roads, commercial distribution centers, rail yards, refineries, dry cleaners, gasoline stations, and industrial facilities. The handbook is not a law or adopted policy but offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs. The handbook indicates that land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues. In response to new research demonstrating benefits of compact, infill development along transportation corridors, CARB released a technical supplement, Technical Advisory: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways (Technical

Advisory; CARB 2017), to the 2005 Air Quality and Land Use Handbook. This Technical Advisory was developed to identify strategies that can be implemented to reduce exposure at specific developments or as recommendations for policy and planning documents. It is important to note that it is not intended as guidance for a specific project and does not discuss the feasibility of mitigation measures for the purposes of compliance with the California Environmental Quality Act (CEQA). Some of the strategies identified in the Technical Advisory include implementation design that promotes air flow and pollutant dispersion along street corridors, solid barriers, vegetation for pollutant dispersion, and indoor high efficiency filtration (CARB 2017).

### **Air Quality Management Planning**

SCAQMD is the agency responsible for improving air quality in the SCAB and assuring that the National and California AAQS are attained and maintained. SCAQMD is responsible for preparing the AQMP for the SCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

#### **2016 AQMP**

The 2016 AQMP addresses strategies and measures to attain the 2008 federal 8-hour ozone standard by 2031, the 2012 federal annual PM<sub>2.5</sub> standard by 2025, the 2006 federal 24-hour PM<sub>2.5</sub> standard by 2019, the 1997 federal 8-hour ozone standard by 2023, and the 1979 federal 1-hour ozone standard by year 2022. It is projected that total NO<sub>x</sub> emissions in the SCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy to meet the 1997 federal 8-hour ozone standard would also lead to attaining the 1979 federal 1-hour ozone standard by year 2022 (SCAQMD 2017b), which requires reducing NO<sub>x</sub> emissions in the SCAB to 250 tpd. Reducing NO<sub>x</sub> emissions would also reduce PM<sub>2.5</sub> concentrations within the SCAB. However, as the goal is to meet the 2012 federal annual PM<sub>2.5</sub> standard no later than year 2025, SCAQMD is seeking to reclassify the SCAB from “moderate” to “serious” nonattainment under this federal standard. A “moderate” nonattainment would require meeting the 2012 federal standard by no later than 2021. Overall, the 2016 AQMP is composed of stationary and mobile-source emission reductions from regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels. Strategies outlined in the 2016 AQMP would be implemented in collaboration between CARB and the EPA (SCAQMD 2017b). The 2016 AQMP was adopted on March 3, 2017. The SCAQMD is currently in the process of developing the 2022 AQMP, which will address the requirements of meeting the 2015 federal 8-hour ozone standard.

#### **Lead State Implementation Plan**

In 2008, the EPA designated the Los Angeles County portion of the SCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007-to-2009 period. The remainder of the SCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new 2008 Pb standard. On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this

nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was approved by the EPA on April 11, 2014.

### **SCAQMD Rules and Regulations**

All projects are subject to SCAQMD rules and regulations in effect at the time of activity, including:

- Rule 401, Visible Emissions. This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than 3 minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- Rule 402, Nuisance. This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- Rule 403, Fugitive Dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust, and requires best available control measures to be applied to earth moving and grading activities.
- Rule 1113, Architectural Coatings. This rule limits the VOC content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.
- Rules 201, 203 and 219, which regulate permits for installation and use of equipment that may generate air contaminants, such of commercial kitchen equipment and emergency generators.
- Rule 445, which reduces the emissions of PM from woodburning devices by prohibiting the installation of wood-burning devices into new developments.
- Title 24 Building Efficiency Standards

New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve net zero energy for residential buildings by 2020 and nonresidential buildings by 2030. CalGreen is periodically amended; the most recent 2019 standards became effective on January 1, 2020.

Additionally, new buildings are required to adhere to the CALGreen requirement to provide bicycle parking for new nonresidential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). Nonresidential construction would be required to provide anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added. For employee, long-term secured bicycle parking is required to be provided for five percent of the tenant-occupied (i.e., staff) motorized vehicle parking spaces being added. CALGreen also requires designated parking for low-emitting, fuel-efficient, and carpool/vanpool spaces. Nonresidential buildings of 25,000 square feet or more also requires compliance with the Tier<sup>o</sup>1 voluntary measures in section A5.601.2.4, which require low-emitting, fuel-efficient, and carpool/vanpool spaces for 10 percent of the total parking capacity.

### **California Code of Regulations**

Construction activities will be conducted in compliance with 13 CCR Section 2499, which requires that nonessential idling of construction equipment is restricted to 5 minutes or less.

#### **3.2.2.2 Local**

##### **Los Angeles County Code—Title 31**

The Los Angeles County green building standards which implement and exceed CALGreen are identified in the Los Angeles County Code, Title 31. Los Angeles County has adopted the Voluntary Tier 1 standards for nonresidential construction greater than or equal to 25,000 square feet (Section 301.3.1, Buildings greater than or equal to 25,000 square feet).<sup>1</sup> Newly constructed high-rise residential buildings of seven stories or greater are also required to comply with Section 301.3, which requires implementation of the Voluntary Tier 1 standards. Newly constructed low-rise and high-rise residential buildings (six stories or less) are only required to comply with the mandatory measures of CALGreen.

##### **Los Angeles County General Plan**

The General Plan guides growth in the unincorporated communities of Los Angeles County through goals, policies, and programs that discourage sprawling development patterns; protect areas with hazard, environment and resource constraints; encourage infill development in areas near transit, services and existing infrastructure; and make a strong commitment to ensuring sufficient services and infrastructure. It also lays the foundation for future community-based planning initiatives that will identify additional opportunities for accommodating growth. The General Plan includes the following applicable air quality-related policies:

- **Policy AQ 1.1:** Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors.
- **Policy AQ 1.2:** Encourage the use of low or no VOC-emitting materials.
- **Policy AQ 1.3:** Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.

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<sup>1</sup> With the exception that high-rise nonresidential construction would be subject to the mandatory (Table A4.106.5.1[3]), rather than the Tier 1 voluntary, measures for solar reflectance in Table A5.106.11.2.2.

- **Policy AQ 2.1:** Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways.
- **Policy AQ 2.3:** Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts.

### **Florence-Firestone Community Plan**

The Florence-Firestone Community Plan (FFCP) is a policy document for the future development, conservation, and maintenance of the Florence-Firestone community. The following air quality-related policies of the FFCP pertain to the FFTOD Specific Plan Area:

- **Policy R 4.6:** Promote healthy indoor air quality through the use of zero- and low- VOC materials, installation of air filtration systems, and other measures.
- **Policy I 3.2:** Require compliance of existing uses with the most current industrial emission control regulations.
- **Policy I 4.2:** Require industrial uses to mitigate negative impacts, including but not limited to, noise, odor, air and water quality, and aesthetics, through site design and adherence to development standards, performance measures, and conditions of approval.
- **Policy EJ 2.1:** Require that new development, especially those located near sources of air pollution, such as major highways and heavy industry, be designed to ensure safe indoor air quality.

### **3.2.3 Methodology**

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with implementation of the FFTOD Specific Plan. SCAQMD has published guidelines that are intended to provide local governments with guidance for analyzing and mitigating air quality impacts and that were used in this analysis (SCAQMD 1993; SCAQMD 2008; SCAQMD 2017c, SCAQMD 2019). Industrial sources of emissions that require a permit from SCAQMD (permitted sources) are not included in the FFTOD Specific Plan Area inventory because they have separate emission reduction requirements. Modeling of criteria air pollutants was conducted using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. On-road transportation sources are based on trip generation rates and VMT provided by Fehr & Peers (Fehr & Peers 2021).

#### **3.2.3.1 Thresholds of Significance**

In accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist, the project would have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)
- 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
- Expose sensitive receptors to substantial pollutant concentrations

- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

### South Coast Air Quality Management District Thresholds

The analysis of the project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's CEQA Air Quality Handbook and the significance thresholds on SCAQMD's website.<sup>2</sup> CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established regional thresholds of significance. In addition to the regional thresholds, projects are subject to the AAQS.

### Regional Significance Thresholds

SCAQMD has adopted the following regional construction and operational emissions thresholds provided in Table 3.2-4 to determine a project's cumulative impact on air quality in the SCAB.

**Table 3.2-4: SCAQMD Significance Thresholds**

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrous Oxides (NOx)	100 lbs/day	55 lbs/day
Sulfur Oxides SOx	150 lbs/day	150 lbs/day
Particulates (PM <sub>10</sub> )	150 lbs/day	150 lbs/day

Source: SCAQMD 2019

Projects that exceed the regional significance threshold contribute to the nonattainment designation of the SCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health.

Mass emissions provided in Table 3.2-4 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SCAB. Therefore, regional emissions from a single project do not trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed in Section 3.2.1.2 above. SCAQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of air quality in the SCAB. To achieve the health-based standards established by the EPA, SCAQMD prepares an AQMP that details regional programs to attain the AAQS.

### Localized Significance Thresholds

Project-related criteria air pollutant emissions may have the potential to exceed the CAAQS and NAAQS in the area surrounding a project, even though these pollutant emissions may not be significant enough to create a regional impact to the SCAB. In order to assess local air quality impacts, the SCAQMD has developed Localized Significance Thresholds (LSTs) and supporting LST Methodology to assess the project-related emissions in the project vicinity (SCAQMD 2008).

<sup>2</sup> SCAQMD's air quality significance thresholds are current as of April 2019 and can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

The LST Methodology found that the primary emissions of concern are NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. These LSTs are provided in Table 3.2-5. Emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> generated at a project site (offsite mobile-source emissions are not included in the LST analysis) could expose sensitive receptors to substantial concentrations of criteria air pollutants. A project that generates emissions that trigger a violation of the AAQS when added to the local background concentrations would cause a significant impact.

**Table 3.2-5: SCAQMD Localized Significance Thresholds**

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS) <sup>1</sup>	20 ppm
8-Hour CO Standard (CAAQS/NAAQS)	9.0 ppm
1-Hour NO <sub>2</sub> Standard (CAAQS)	0.18 ppm
Annual Average NO <sub>2</sub> Standard (CAAQS) <sup>1</sup>	0.03 ppm
24-Hour PM <sub>10</sub> Standard – Construction (SCAQMD) <sup>2</sup>	10.4 µg/m <sup>3</sup>
24-Hour PM <sub>2.5</sub> Standard – Construction (SCAQMD) <sup>2</sup>	10.4 µg/m <sup>3</sup>
24-Hour PM <sub>10</sub> Standard – Operation (SCAQMD) <sup>2</sup>	2.5 µg/m <sup>3</sup>
24-Hour PM <sub>2.5</sub> Standard – Operation (SCAQMD) <sup>2</sup>	2.5 µg/m <sup>3</sup>
Annual Average PM <sub>10</sub> Standard (SCAQMD) <sup>2</sup>	1.0 µg/m <sup>3</sup>

Source: SCAQMD 2015b.

AAQS = Ambient Air Quality Standards

CAAQS = California Ambient Air Quality Standards

SCAQMD = South Coast Air Quality Management District

ppm = parts per million

µg/m<sup>3</sup> = micrograms per cubic meter

<sup>1</sup> Based on the more restrictive California AAQS for CO and NO<sub>2</sub>.

<sup>2</sup> Threshold is based on SCAQMD Rule 403.

The SCAQMD has developed mass rate Look-Up Tables containing different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors which may be used as a screening localized analysis for individual projects. The Look-Up Tables provide thresholds for 1, 2, and 5-acre projects sites. The LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS and are developed based on the ambient concentrations of that pollutant for each source receptor area. Since the LSTs consider the ambient air quality, LSTs can also be used to identify those projects that would result in significant levels of air pollution and impact sensitive receptors. The applicable mass-rate LSTs for 1- 2-, and 5-acre projects in SRA 12 are provided in Table 3.2-6.

**Table 3.2-6: SCAQMD Mass Rate Localized Significance Thresholds**

Project Size/Pollutant	Allowable Construction/Operations Emissions (pounds/day) as a function of receptor distance (feet) from site boundary				
	pounds per day				
1 Acre	25 (m)	50 (m)	100 (m)	200 (m)	500 (m)
NO <sub>x</sub>	46/46	46/46	54/54	70/70	109/109
CO	231/231	342/342	632/632	1,545/1,545	5,452/5,452
PM <sub>10</sub>	4/1	12/3	26/7	54/13	139/34
PM <sub>2.5</sub>	3/1	4/1	7/2	17/4	70/17
2 Acres					
NO <sub>x</sub>	65/65	64/64	69/69	82/82	117/117
CO	346/346	515/515	841/841	1,817/1,817	5,962/5,962
PM <sub>10</sub>	7/2	20/5	34/9	62/15	146/36



Project Size/Pollutant	Allowable Construction/Operations Emissions (pounds/day) as a function of receptor distance (feet) from site boundary				
	pounds per day				
PM <sub>2.5</sub>	4/1	6/2	9/3	19/5	74/18
5 Acres					
NO <sub>x</sub>	98/98	94/94	101/101	111/111	139/139
CO	630/630	879/879	1,368/1,368	2,514/2,514	7,389/7,389
PM <sub>10</sub>	13/4	41/10	55/14	83/20	166/40
PM <sub>2.5</sub>	7/2	10/3	15/4	27/7	86/21

Notes:

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrous oxides

PM<sub>2.5</sub> = Fine particles, less than 2.5 micrometers

PM<sub>10</sub> = coarse dust particles 2.5 micrometers and smaller than 10 micrometers in diameter  
 If the project exceeds any applicable LST when the mass rate look-up tables are used as a screening analysis, then project specific air quality modeling may be performed. In the event that the project area exceeds 5 acres, it is recommended that lead agencies perform project-specific air quality modeling for these larger projects.

Source: SCAQMD 2008

**CO Hotspots**

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the SCAB and the state have steadily declined.

**Health Risk Analysis**

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1401; placed on CARB’s air toxics list pursuant to AB 1807, the Air Contaminant Identification and Control Act (1983); or placed on the EPA’s National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by SCAQMD. A list of SCAQMD’s TAC incremental risk thresholds for operation of a project is provided in Table 3.2-7. The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. (California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369 [Case No. S213478]). CEQA does not require analysis of the proposed project’s environmental effects from siting sensitive receptors. However, the environmental document must analyze the impacts of environmental hazards on future users when a proposed project exacerbates an existing environmental hazard or condition.

**Table 3.2-7: SCAQMD Toxic Air Contaminants Incremental Risk Thresholds**

Air Pollutant (Relevant AAQS)	Concentration
Maximum Individual Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Notes:

AAQS = Ambient Air Quality Standards

Source: SCAQMD 2019

### 3.2.4 Environmental Impacts

**AQ-1:** *Would the project conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD or the Antelope Valley AQMD (AVAQMD)?*

CEQA requires that projects be evaluated for consistency with the AQMP. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental effects of a project under consideration at a stage early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals of the AQMP. The regional emissions inventory for the SCAB is compiled by SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on the local jurisdictions' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; "Connect SoCal"), compiled by SCAG to determine priority transportation projects and vehicle miles traveled (VMT) within the SCAG region. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan. Typically, only new or amended general plan elements, specific plans, and major projects that have the potential to affect the regional population and employment forecasts need to undergo a consistency review.

Per CEQA Guideline Section 15206, the FFTOD Specific Plan is considered regionally significant by SCAG. Changes in the population, housing, or employment growth projections associated with this project have the potential to substantially affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP. The project would increase the land use intensity within the FFTOD Specific Plan Area, resulting in an increase in population and employment in Florence-Firestone. Because regional transportation modeling is based on the underlying general plan land use designation, the FFTOD Specific Plan could potentially change the assumptions of the AQMP.

The AQMP ensures that the region is on track to attain the NAAQS and CAAQS. When a project has the potential to exceed the assumptions of the AQMP because it is more intensive than the underlying land use designation, criteria air pollutants generated during operation of development that would be accommodated by that project are compared to SCAQMD's regional significance thresholds (Impact AQ-2), which were established to determine whether a project has the potential to cumulatively contribute to the SCAB's nonattainment designations. Development that would be accommodated by the FFTOD Specific Plan would exceed SCAQMD's regional operational

thresholds for all pollutants except SO<sub>x</sub>. As a result, the project could potentially exceed the assumptions in the AQMP and would not be considered consistent with the AQMP.

However, the FFTOD Specific Plan would be consistent with SCAG's regional goals of providing infill housing, improving the jobs-housing balance, and integrating land uses near major transportation corridors. Building upon the recommendations of SCAG's RTP/SCS, the intent of the FFTOD Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone community that would provide more opportunities for affordable housing, encourage transit oriented development, promote active transportation, improve access to transit, and reduce VMT. The FFTOD Specific Plan includes Guiding Principles and Concepts for each station and that serve as criteria for decision making. The proposed zones in the FFTOD Specific Plan Area along with the proposed Guiding Principles and Concepts are consistent with Los Angeles County policies and are provided to ensure land use designation compatibility and minimization of potential environmental impacts as build-out of the FFTOD Specific Plan occurs. The Guiding Principles in the FFTOD Specific Plan would promote pedestrian-friendly, active transit-oriented districts and corridors that support land uses that provide a variety of local services, employment, and housing. Additionally, the FFTOD Specific Plan would support a green community through enhanced streetscapes, a variety of publicly accessible open spaces, landscaping, and sustainability. Further, the FFTOD Specific Plan would also improve safety, connectivity, access, and ease of use for all modes of transportation.

The FFTOD Specific Plan would also promote community-wide transit oriented development concepts by focusing mixed use zoning around LA Metro stations to activate those areas and combine improvements in sidewalks, bicycle facilities, and setback conditions to create active transit corridors that make accessing stations easier. The FFTOD Specific Plan would also include concepts for each LA Metro station to enable more homes, businesses, and services within walking distance and improve station access with pedestrian improvements.

Furthermore, the FFTOD Specific Plan would provide more opportunities for affordable housing, encourage transit-oriented development, promote active transportation, improve access to transit, reduce VMT by cars, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of Connect SoCal. The socioeconomic data associated with the land use changes proposed in the FFTOD Specific Plan Area include higher densities and more growth than is assumed in Connect SoCal (but is consistent with its goals for focusing higher-density development in transit-rich areas). As such, the FFTOD Specific Plan would be consistent with and would not conflict with SCAG's regional planning goals and policies.

As identified in Section 3.14, Transportation, the FFTOD Specific Plan scenario would have an average daily VMT per service population that is 33 percent below the 2020 South County Baseline. As such, the FFTOD Specific Plan would further expand the ability for residents and employees to walk, bicycle, and take transit to complete their necessary trips, resulting in greater VMT efficiency in terms of daily VMT per service population, which is consistent with regional goals to reduce passenger VMT.

However, despite furthering the regional transportation and planning objectives included within the RTP/SCS and AQMP, the FFTOD Specific Plan would represent a substantial increase in emissions compared to existing conditions and would exceed SCAQMD's regional operational significance thresholds (see AQ-2). As a result, the FFTOD Specific Plan could potentially exceed

the assumptions in the AQMP and would not be considered consistent with the AQMP. Based on the analysis above, impacts related to conflict with or obstructing implementation of applicable air quality plans of the SCAQMD would be potentially significant.

**AQ-2:** *Would the project 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?*

**Construction**

A project would normally have a significant effect on the environment if it violates any air quality standard or contributes substantially to an existing or projected air quality violation. Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) from grading, excavation, and demolition.

Construction activities would temporarily increase VOC, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions within the SCAB. Construction activities associated with buildout of the FFTOD Specific Plan are anticipated to occur over approximately 15 years. Buildout would comprise of multiple smaller projects undertaken by individual developers/project applicants, each having its own construction timeline and activities. Development of multiple properties could occur at the same time; however, there is no defined development schedule for these future projects at this time. Due to the size of the FFTOD Specific Plan Area and variability of land uses, as well as the uncertainty of the construction timing, it was assumed that different types of construction activities (i.e. site preparation, grading, paving, building construction, and application of architectural coatings) could occur simultaneously at various locations within the FFTOD Specific Plan Area. Modeling of construction emissions was conducted for the year 2022, as this is assumed to be the earliest year during which construction would occur for the future development of the FFTOD Specific Plan Area. For purposes of modeling emissions associated with construction of future development of the FFTOD Specific Plan, it is conservatively assumed that up to 25 percent of all land uses within the FFTOD Specific Plan Area could be developed within the earliest possible construction year (2022). An estimate of maximum daily construction emissions is provided in Table 3.2-8. The modeled emissions shown account for compliance with SCAQMD Rules 403 and 1113.

**Table 3.2-8: Estimate of Construction Emissions in the FFTOD Specific Plan**

Source	Criteria Air Pollutants (pounds per day) <sup>1,2</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	106.96	152.58	209.84	0.54	52.98	21.03
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	Yes	Yes	No	No	Yes	Yes

Notes:

CO = carbon monoxide

NO<sub>x</sub> = nitrous oxides

PM<sub>2.5</sub> = Fine particles, less than 2.5 micrometers

PM<sub>10</sub> = coarse dust particles 2.5 micrometers and smaller than 10 micrometers in diameter

SO<sub>2</sub> = sulfur dioxide

VOC = volatile organic compound

<sup>1</sup>Construction equipment mix is based on CalEEMod default construction mix. See Appendix B for a list of assumptions on emissions generated on a worst-case day.

<sup>2</sup>Grading activities includes compliance with SCAQMD Rule 403 fugitive dust control measures. Measures include requiring an application of water at least twice per day to at least 80 percent of the unstabilized disturbed on-site surface areas, and restricting speeds on unpaved roads to less than 15 miles per hour. Modeling also assumes a VOC of 50 g/L for interior and 100 g/L for exterior paints pursuant to SCAQMD Rule 1113.

Source: CalEEMod 2020.4

As shown in the table, construction activities associated with the FFTOD Specific Plan could potentially exceed the SCAQMD regional thresholds for VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, impacts would be potentially significant.

**Operation**

Buildout of the FFTOD Specific Plan would result in direct and indirect criteria air pollutant emissions from transportation, energy (natural gas use), and area sources (e.g., natural gas fireplaces, aerosols/consumer products, landscaping equipment). The FFTOD Specific Plan would result in a net increase of 12,110 dwelling units and approximately 1,183,013 nonresidential square feet. Development that would be accommodated by the FFTOD Specific Plan would generate a net increase of 65,478 weekday average daily trips ends, resulting in 528,764 additional daily VMT at project buildout (see Appendix B). For the purpose of this Environmental Impact Report (EIR), the buildout year is assumed to be 2035. Operational emissions estimates are provided in Table 3.2-9. The modeled emissions shown account for compliance with SCAQMD Rules 445.

**Table 3.2-9: Maximum Daily FFTOD Specific Plan Operational Phase Regional Emissions**

Source	Criteria Air Pollutants (pounds per day) <sup>1</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	421.52	906.86	1,376.71	5.77	77.93	77.93
Energy	3.71	31.93	15.33	0.20	2.56	2.56
Mobile Sources	152.56	143.18	1,477.94	3.13	429.65	115.69
Total Emissions	577.79	1,081.98	2,869.98	9.10	510.14	196.19
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold	Yes	Yes	Yes	No	Yes	Yes
<b>Combined Construction + Operation (Worst-Case)</b>						
Combined Construction + Operation	684.75	1,234.56	3,079.82	9.63	563.12	217.22
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	Yes	Yes	Yes	No	Yes	Yes

Note:

CO = carbon monoxide

NO<sub>x</sub> = nitrous oxides

PM 2.5 = Fine particles, less than 2.5 micrometers

PM10 = coarse dust particles 2.5 micrometers and smaller than 10 micrometers in diameter

SO<sub>2</sub> = sulfur dioxide

VOC = volatile organic compound

Totals may not add due to rounding.

<sup>1</sup> Area source emissions assumes compliance with SCAQMD Rule 445, which prohibits the installation of wood-burning devices in new development.

Source: CalEEMod 2020.4

Maximum daily emissions at buildout once construction is complete and during a worst-case year from overlap of the project with construction are provided in Table 3.2-9; the operational phase of the FFTOD Specific Plan at buildout and the potentially overlapping construction and operational activities would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for all criteria air pollutant emissions, except SO<sub>x</sub>. Emissions of VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> that exceed the SCAQMD regional threshold would cumulatively contribute to the ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> nonattainment designation of the SCAB. However, it is important to note that construction of the new residential and nonresidential uses would be based on market-demand and would be constructed over the approximately 15-year project buildout; therefore, the construction emissions provided in Table 3.2-8 and Table 3.2-9 are conservative as it assumes that 25 percent of all the land uses are constructed in a single year.

In addition to the emissions from mobile, energy, and area sources, it is possible that operational activities within the FFTOD Specific Plan Area could include new stationary sources, which also generate long-term operational emissions. For example, the Light Industrial (IL) and Heavy Industrial (IH) land use designations included within the FFTOD Specific Plan could potentially include stationary emissions sources. Any such stationary sources would be required to obtain permits from SCAQMD, which are issued with the intent of reducing air pollution and attaining (or maintaining) the ambient air quality standards. Permitted stationary-source facilities are required to implement Best Available Control Technology, which may include the installation of emissions control equipment or implementation of administrative practices to reduce emissions. Stationary-source facilities may also be required to offset their emissions of criteria air pollutants in order to be permitted. Information on operations of stationary sources within the FFTOD Specific Plan Area is not available at this time and associated emissions have not been estimated. These emissions would be in excess of those provided in Table 3.2-9.

While buildout of the FFTOD Specific Plan would be consistent with regional and land use planning strategies to reduce VMT which would reduce overall operational emissions, emissions associated with operation of future development of the FFTOD Specific Plan could exceed or contribute substantially to an existing or projected air quality violation. Therefore, implementation of the FFTOD Specific Plan would result in a significant impact because it would significantly contribute to the nonattainment designations of the SCAB. Based on the analysis above, the impact would be potentially significant.

**AQ-3:** *Would the project expose sensitive receptors to substantial pollutant concentrations?*

## **Health Effects of Criteria Air Pollutants**

### ***Construction and Operation***

As detailed in Impact AQ-2, criteria air pollutant emissions associated with construction and operation of the FFTOD Specific Plan have the potential to exceed the SCAQMD thresholds of significance; and thus, may cause or contribute substantially to an existing or projected air quality violation.

As described in Section 3.2.1, health effects associated with ozone include respiratory symptoms, worsening of lung disease, and damage to lung tissue. In recent years, a correlation has also been reported between elevated ambient ozone levels and increases in daily hospital admission rates and mortality (EPA 2020). VOC and NO<sub>x</sub> are precursors to ozone, for which the SCAB is

designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of VOC and NO<sub>x</sub> to regional ambient ozone concentrations is the result of complex photochemistry. The increases in ozone concentrations in the SCAB due to ozone precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Further, the potential for exacerbating excessive ozone concentrations would also depend on the time of year that the emissions would occur, because exceedances of the ozone NAAQS and CAAQS tend to occur when solar radiation is highest. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of ozone precursors is speculative. That being said, because implementation of the FFTOD Specific Plan would result in exceedances of the SCAQMD ROG and NO<sub>x</sub> thresholds for construction and operation, the FFTOD Specific Plan could contribute to regional health effects associated with ozone.

Health effects associated with CO include dizziness, headaches, and fatigue. CO exposure is especially harmful to individuals who suffer from cardiovascular and respiratory diseases (EPA 2020b). CO tends to be a localized impact associated with congested intersections. The potential for CO hotspots is discussed below as a part of Impact AQ-3 and determined to be less than significant. Thus, the FFTOD Specific Plan's CO emissions would not contribute to significant health effects associated with CO.

Health effects associated with NO<sub>x</sub> and NO<sub>2</sub> include aggravating of existing respiratory diseases, particularly asthma, resulting in respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. Because the SCAB is a designated attainment area for NO<sub>2</sub> (and NO<sub>2</sub> is a constituent of NO<sub>x</sub>) and the existing NO<sub>2</sub> concentrations in the area are well below the NAAQS and CAAQS standards, it is not anticipated that the FFTOD Specific Plan would cause an exceedance of the NAAQS and CAAQS for NO<sub>2</sub> or result in potential health effects associated with NO<sub>2</sub>. Nonetheless, because implementation of the FFTOD Specific Plan could exceed the SCAQMD mass daily NO<sub>x</sub> threshold, the FFTOD Specific Plan could contribute to health effects associated with NO<sub>x</sub> and NO<sub>2</sub>.

Health effects associated with short- and long-term exposure to elevated concentrations of PM<sub>10</sub> include respiratory symptoms, aggravation of respiratory and cardiovascular diseases, a weakened immune system, and cancer (WHO 2018). PM<sub>2.5</sub> poses an increased health risk because these very small particles can be inhaled deep in the lungs and may contain substances that are particularly harmful to human health. Operation of the FFTOD Specific Plan would exceed the SCAQMD threshold for PM<sub>10</sub> and PM<sub>2.5</sub>. As such, the FFTOD Specific Plan would potentially contribute to exceedances of the NAAQS and CAAQS for PM and obstruct the SCAB from coming into attainment for these pollutants. Because the FFTOD Specific Plan has the potential to contribute substantial PM emissions, the FFTOD Specific Plan could result in associated health effects.

Recent rulings from the California Supreme Court (including the *Sierra Club v. County of Fresno*, 2018, 6 Cal. 5th 502 case regarding the proposed Friant Ranch Project) have underscored the need for evaluation of potential health impacts resulting from the emissions of criteria pollutants during operations of proposed projects. Although the analysis of project-level health risks related to the emissions of CO and TACs has long been incorporated under CEQA, the analysis of health impacts due to individual projects resulting from emissions of criteria air pollutant emissions has long been

focused on a regional or air basin-wide level, typically evaluated through regional air quality planning efforts, such as under AQMPs and the SIP. This is because the complex reactions and conditions that lead to the formation of ozone and PM in the atmosphere can result in the transport of pollutants over wide areas and result in health impacts from criteria air pollutants being experienced on a regional scale, whereas TACs and CO act on a more localized scale in proximity to emissions source locations. The potential for criteria air pollutant emissions to be transported over wide areas means that the emissions of ozone precursor pollutants, such as VOC and NO<sub>x</sub>, from a project site or even plan area like the FFTOD Specific Plan Area does not necessarily translate directly into a specific concentration of ozone or a specific health risk in that same area.

Per the California Supreme Court's ruling on *Sierra Club v. County of Fresno*, 2018, an EIR "must provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must explain what the agency does know and why, given existing scientific constraints, it cannot translate potential health impacts further." Currently, SCAQMD, CARB, and EPA have not approved a quantitative method to meaningfully and consistently translate the mass emissions of criteria air pollutants from a project to quantified health effects. As explained in the amicus brief filed by the SCAQMD in the *Sierra Club v. County of Fresno* (2014) 26 Cal.App.4th 704, it "takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels" (SCAQMD 2015c).

As discussed above, the nature of criteria pollutants is such that the emissions from an individual project cannot be directly identified as responsible for health impacts within any specific geographic location. As a result, attributing health risks at any specific geographic location to a single proposed project is not feasible.

As described above and provided in Table 3.2-6, the SCAQMD has also developed mass-based emission indicators for localized air quality impacts for both construction and operational phases of a project. The SCAQMD has established conservative screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: 1) the area in which the project is located; 2) the size of the project site; and 3) the distance between the project site and the nearest sensitive receptor. Since the timing and level of construction associated with buildout of the FFTOD Specific Plan area is subject to market conditions and not possible to predict, the individual project site acreages, construction and operational emissions, and distance to the nearest sensitive receptors, cannot be readily estimated.

Therefore, an LST analysis can only be conducted at a project level, and quantification of LSTs is not applicable for this program-level environmental analysis. Because potential redevelopment could occur close to existing sensitive receptors, the development that would be accommodated by the FFTOD Specific Plan has the potential to expose sensitive receptors to substantial pollutant concentrations of criteria pollutants. Therefore, this impact is potentially significant.



## ***Health Effects from Toxic Air Contaminants***

### **Construction**

Heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles associated with construction could generate diesel PM (DPM), which the CARB has identified as a TAC. Implementation of the FFTOD Specific Plan would result in the construction and redevelopment of buildings, structures, paved areas, and other improvements. Generation of DPM from construction projects typically occurs in a single area (e.g., at the project site) for a short period of time and along vehicle routes for mobile sources (e.g., haul trucks and material deliveries). Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (CARB 2005). Therefore, even in intensive phases of construction, any potential substantial DPM concentrations would be limited to the immediate vicinity of the construction site.

In addition, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed amount of emissions would result in higher health risks for the maximally exposed individual. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments used to determine the exposure of sensitive receptors to TAC emissions should be based on a 30-year exposure period. However, such assessments should also be limited to the period/duration associated with construction activities. OEHHA recommends that construction activities for individual projects that are longer than 2 months be evaluated for potential cancer risks (OEHHA 2015). For buildout of the FFTOD Specific Plan Area, construction activities and related emissions would vary depending on the phase of construction (e.g., grading, building construction), and therefore, the construction-related emissions to which nearby receptors are exposed would also vary throughout the construction period. Although the location and timing of construction for development within the FFTOD Specific Plan Area is notionally determined, the exact duration and location with respect to sensitive receptors still cannot be determined at the time of this analysis. Therefore, it is conservatively assumed that certain construction activities would result in the exposure of sensitive receptors to substantial TAC concentrations. This impact from construction-related TACs is considered potentially significant.

It is important to note that emissions from construction equipment would be reduced over the duration of the buildout of the FFTOD Specific Plan. The use of newer off-road equipment is effective in reducing PM emissions from off-road equipment used during construction; while not required, these vehicles are increasingly in use in construction equipment fleets. In January 2001, EPA promulgated a final rule to reduce emissions standards for heavy-duty diesel engines in 2007 and subsequent model years. These emissions standards represented a 90 percent reduction in NO<sub>x</sub> emissions, 72 percent reduction of nonmethane hydrocarbon emissions, and 90 percent reduction of PM emissions in comparison to the emissions standards for the 2004 model year. In December 2004, CARB adopted a fourth phase of emission standards (Tier 4) in the Clean Air Non-Road Diesel Rule that are nearly identical to those finalized by EPA on May 11, 2004. As such, engine manufacturers were required to meet after-treatment-based exhaust standards for NO<sub>x</sub> and PM starting in 2011 that are more than 90 percent lower than 2004 levels, putting emissions from off-road engines virtually on par with those from on-road heavy-duty diesel engines. More recently, Senate Bill 1 was passed in 2017 and further enforces adherence to emissions regulations for

diesel-fueled vehicles. In addition to funding transportation-related projects, Senate Bill 1 requires the Department of Motor Vehicles to refuse registration or renewal or transfer of registration for certain diesel-fueled vehicles, based on weight and model year, that are subject to specified provisions relating to the reduction of emissions of DPM, NO<sub>x</sub>, and other criteria pollutants from in-use diesel-fueled vehicles. As construction equipment continues to turnover and/or be retrofitted over time, DPM emissions associated with construction will continue to decrease.

### Operation

Certain land uses are more likely than others to generate substantial TAC emissions due to allowable activities within those land use designations. Residential land uses do not typically generate substantial TAC emissions. Commercial land uses may potentially include stationary sources of TACs, such as gasoline-dispensing activities and diesel-fueled back-up generators. Land uses that are more likely to generate substantial TAC emissions include industrial land uses that involve stationary sources and manufacturing processes, such as dry-cleaning establishments. In addition, heavily trafficked roadways can serve as a TAC source due to the vehicle emissions, particularly DPM.

Future development in the FFTOD Specific Plan Area is anticipated to include mixed-use, residential, retail, commercial and industrial uses. Commercial land uses may potentially include stationary sources of TACs, such as dry-cleaning establishments and diesel-fueled back-up generators. Land uses that are more likely to generate substantial TAC emissions include industrial land uses that involve stationary sources, manufacturing processes, or attract diesel-fueled vehicle trips. In addition to stationary/area sources of TACs, warehousing and trucking facilities could generate a substantial amount of DPM emissions from off-road equipment use and truck idling.

As described above, CARB's Handbook provides guidance concerning land use compatibility with regard to sources of TAC emissions (CARB 2005). The recommendations relevant to the future development of the FFTOD Specific Plan Area include:

- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads carrying 100,000 vehicles per day, or rural roads carrying 50,000 vehicles per day.
- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.
- Avoid siting new sensitive land uses within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gasoline dispensing facilities.
- Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation using perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult the local air district. Do not site new sensitive land uses in the same building with dry-cleaning operations that use perchloroethylene.
- Avoid the siting of new commercial trucking facilities that accommodate more than 100 trucks per day, or 40 trucks equipped with transportation refrigeration units (TRUs), within 1,000 feet of sensitive receptors (e.g., residences).
- In the vicinity of the FFTOD Specific Plan Area, the Alameda Corridor is located directly adjacent from the southeastern perimeter of the FFTOD Specific Plan Area at the closest point, and this portion of the rail line does not include any rail service or maintenance

operations that would result in substantial train idling or other similar increased emissions. The CARB Handbook also recommends avoiding the siting of new sensitive land uses within 500 feet of a freeway or urban roads carrying 100,000 vehicles per day. There are no such roadways in the vicinity of the FFTOD Specific Plan. The highest roadway volume under the future project-buildout condition is approximately 65,478 trips per day (Fehr & Peers 2021). In addition, I-110 is over 7,300 feet west of the FFTOD Specific Plan Area.

- With consideration of more recent scientific analysis, CARB published a 2017 Technical Advisory: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways (Technical Advisory); with careful evaluation of exposure, health risks, and affirmative steps to reduce risk, CARB outlines strategies that would allow infill development, mixed use, higher density, transit-oriented development, and/or other development types that benefit regional air quality to be compatible with protecting the health of individuals at the neighborhood level. There are many recognized benefits of compact development, such as promotion of physical activity, support of transit development and other VMT reducing design features, and facilitation of community connectivity. To attain these benefits, among others, while minimizing potential health risks due to TAC exposure, CARB's Technical Advisory provides a compilation of CARB-recommended strategies to reduce exposure to traffic-related pollution that are not exclusively based on maintaining minimum distances between a source and receptor.

Although commercial and industrial uses that would be developed under the FFTOD Specific Plan have not been specifically identified, it is possible that uses developed under the FFTOD Specific Plan could have tenants that would emit TACs during operations, such as through the operations of gasoline-dispensing facilities or diesel-fueled backup generators. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD. In addition, the FFTOD Specific Plan's Industrial Mix District (IX Zone) is intended to maintain neighborhood-appropriate light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The IX Zone allows for the creation of transitions between employment uses and residential to encourage less noxious uses, such as commercial, to abut homes, supporting the goals of the Los Angeles County Green Zones Program and Ordinance. The zone allows uses focused on light industrial, neighborhood-serving commercial and office. The IX Zone will encourage a healthier environment where industrial business and residents can co-exist and be more compatible.

However, due to uncertainty associated with specific development within each land use type identified within the FFTOD Specific Plan, it is possible that development within the FFTOD Specific Plan Area could generate substantial TAC emissions as a result of long-term operations. It is also possible that sensitive receptors could be located at distances from stationary sources that would expose them to substantial TAC concentrations. Therefore, this impact is considered potentially significant.

### **CO Hotspots**

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. At the time of the 1993 SCAQMD Handbook, the SCAB was designated

nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SCAB and in the state have steadily declined. In 2007, the SCAQMD was designated in attainment/maintenance for CO under both the CAAQS and NAAQS. Furthermore, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2017). Buildout of the FFTOD Specific Plan would result in an increase of approximately 65,478 average daily trips. Distributing the total daily vehicle trips within the FFTOD Specific Plan Area and only during peak hours would result in smaller traffic volumes at the various intersections. Thus, implementation of the FFTOD Specific Plan would not produce the volume of traffic required to generate a CO hotspot. Therefore, implementation of the proposed project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the planning area, and impacts would be less than significant.

**AQ-4:** *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The proposed project would not result in other emissions (such as those leading to odors) that would affect a substantial number of people. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

Future development under the FFTOD Specific Plan is assumed to include mixed-use, residential, retail, commercial service, and industrial uses. New industrial uses would be required to be in compliance with SCAQMD Rule 402. Likewise, existing facilities are required to be in compliance with SCAQMD Rule 402 to prevent nuisances on sensitive land uses. In addition, the FFTOD Specific Plan includes land use regulations and development standards for TOD zones, which for mixed use communities for example, denote that operations shall not create objectionable and/or obnoxious dust, light, matter, mud, noise, odor, refuse, smoke, steam, vibration, maintenance needs of grounds or buildings, or other nuisance(s). Therefore, impacts related to other emissions, such as those leading to odors, would be less than significant.

### 3.2.5 Programmatic Mitigation Measures

The potential to impact to air quality would be mitigated to the greatest extent practicable by implementing the following programmatic mitigation measures:

**MM AQ-1** Applicants for future development projects pursuant to implementation of the FFTOD Specific Plan shall require the construction contractor to use equipment that meets the U.S. Environmental Protection Agency (EPA) Tier 4 Final emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to Los Angeles County that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.

Prior to issuance of a building permit, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 Final or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the Los Angeles County. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. In the event that the Lead Agency finds that Tier 4 construction equipment is not feasible pursuant to CEQA Guidelines Section 15364, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the Lead Agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Proposed Project, and/or limiting the number of individual construction project phases occurring simultaneously, if applicable.

Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with California Air Resources Board's Rule 2449.

**MM AQ-2** Applicants for future development projects pursuant to implementation of the FFTOD Specific Plan shall require the construction contractor to implement the requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403 to reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions. Los Angeles County shall verify that these measures have been implemented during normal construction site inspections.

- Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.

- During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186–compliant, PM<sub>10</sub>-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and shall tarp materials with a fabric cover or other cover that achieves the same amount of protection.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of twice times per day.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

**MM AQ-3** Applicants for future development projects pursuant to implementation of the FFTOD Specific Plan shall require the construction contractor to use water-based or “super-compliant” low volatile organic compound (VOC) paints. Super-compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the new development projects may use building materials, such as pre-painted materials that do not require the use of architectural coatings. Prior to issuance of a building permit, the project engineer shall ensure that all building plans clearly specify the use of water-based or “super-compliant” low VOC paints or materials that do not require the use of architectural coatings.

**MM AQ-4** For future development projects that are one acre or larger, the applicant/developer shall provide modeling of the localized emissions (NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) associated with the maximum daily on-site construction and operational activities for the proposed development. If the modeling shows that emissions would exceed South Coast AQMD’s air quality CEQA localized thresholds for those emissions, as provided in Table 3.2-6 of this Program EIR, mitigation measures should be implemented to reduce these emissions to less than significant levels which may include, but not necessarily be limited to:

- installing diesel particulate filters or implementing other CARB-verified diesel emission control strategies on all construction equipment to reduce diesel PM emissions
- using equipment during time when receptors are not present (e.g., when school is not in session or during nonschool hours, or when office buildings are unoccupied)
- establishing staging areas for the construction equipment that are as far as possible from sensitive receptors
- communicating requirements through daily kick-off meetings and signage that off-road diesel equipment operators shut down their engines rather than idle for more than 5 minutes

- planning construction phasing to minimize overlapping construction activities (e.g., building construction and paving) so that future construction activities continue to move further away from occupied land uses
- use on-site cargo and material handling equipment that is the lowest emitting equipment available at the time of occupancy
- incorporating exhaust emission controls on mobile and/or stationary sources (e.g., filters, oxidizers)

**MM AQ-5** When applicable, new development that would result in substantial toxic air contaminant (TAC) emissions directly or indirectly (e.g., industrial sources) or that would expose sensitive receptors to substantial TAC concentrations (e.g., residential land uses located near existing TAC sources) shall implement California Air Resource Board's (CARB's) Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) guidance concerning land use compatibility with regard to sources of TAC emissions, or CARB guidance as it may be updated in the future.

**MM AQ-6** For future development projects with the potential to generate substantial TAC emissions or expose sensitive receptors to substantial TAC pollutant concentrations, Los Angeles County shall require a site-specific analysis for construction and/or operational activities, and appropriate mitigation, as necessary, to ensure that sensitive receptors are not exposed to substantial pollutant concentrations. In communication with the SCAQMD, Los Angeles County shall require, if necessary, a site-specific health risk analysis for operational activities to determine whether health risks attributable to future proposed projects in relation to proposed, planned, and/or existing sensitive receptors would exceed applicable thresholds of significance. Site-specific analysis may include screening level analysis, dispersion modeling, and/or a health risk assessment, consistent with applicable guidance from the SCAQMD. Analyses shall take into account regulatory requirements for proposed uses.

Los Angeles County shall require the project applicant(s) to identify and implement feasible mitigation measures to reduce any potentially significant effect and communicate with the SCAQMD to identify measures to reduce exposure of sensitive receptors to substantial pollutant concentrations to levels consistent with thresholds recommended by the SCAQMD (Table 3.2-7 of this Program EIR) or as applicable at the time the project is proposed.

. Agreed upon feasible mitigation actions shall be documented as a project condition of approval. If the results of analysis for the operational activities of any future development project within the FFTOD Specific Plan Area determine that the performance standard for this mitigation would be exceeded, actions shall be taken to reduce potential operational impacts which may include, but not necessarily be limited to:

- locating air intakes and designing windows to reduce particulate matter exposure by, for example, not allowing windows facing the source to open

- providing electrification hook-ups for transport refrigeration units (TRUs) to avoid diesel-fueled TRUs continuing to operate at loading docks during loading and unloading operations
- requiring the TAC-generating activity (e.g., loading docks) be located away from sensitive receptors
- incorporating exhaust emission controls on mobile and/or stationary sources (e.g., filters, oxidizers)
- develop and implement a dock management system at the time of occupancy to minimize on-site idling below regulatory limits
- require all on-site user owned and operated trucks with transportation refrigeration units to be capable of plugging into power at loading docks and require plug-in when at the loading dock
- use on-site cargo and material handling equipment that is the lowest emitting equipment available at the time of occupancy
- evaluate the potential to electrify a portion of entirety of an on-site user-owned and operated truck fleet
- evaluate the potential to consolidate delivery or haul truck trips to increase the load and decrease vehicle trips
- provide building air filtration units with a Minimum Efficiency Reporting Value (MERV) that are adequate to address adjacent sensitive land uses according to performance standards of this mitigation measure
- ensure adequate distance between existing and planned sensitive receptors and gasoline dispensing facilities, based on the proposed size and design of any gasoline-dispensing facilities
- use vegetated buffers between substantial TAC-generating source locations and sensitive receptors

If analysis demonstrates that construction activities associated with development of FFTOD Specific Plan land uses or off-site improvement components would exceed the performance standards identified in this mitigation measure, actions shall be taken to reduce potential construction-related impacts which may include, but not necessarily be limited to:

- installing diesel particulate filters or implementing other CARB-verified diesel emission control strategies on all construction equipment to reduce diesel PM emissions
- using equipment during time when receptors are not present (e.g., when school is not in session or during nonschool hours, or when office buildings are unoccupied)
- establishing staging areas for the construction equipment that are as far as possible from sensitive receptors
- rerouting construction trucks away from congested streets or sensitive receptor areas
- communicating requirements through daily kick-off meetings and signage that off-road diesel equipment operators shut down their engines rather than idle for more than 5 minutes



- documenting that all off-road equipment is compliant with the CARB in-use off-road diesel vehicle regulation
- establishing an electrical supply to the construction site and use electric-powered equipment instead of diesel-powered equipment or generators, where feasible
- using haul trucks with on-road engines instead of off-road engines
- equipping nearby buildings with High Efficiency Particle Arresting (HEPA) filters systems at all mechanical air intake points to the building to reduce the levels of diesel PM that enter buildings
- planning construction phasing so that future construction activities continue to move further away from occupied land uses
- planning construction phasing to complete mass site grading, which typically generates the largest portion of diesel PM emissions, prior to occupancy of the project site

**MM-AQ-7** Prior to issuance of a building permit for new residential projects within the FFTOD Specific Plan, the property owner/developer shall show on the building plans that no fireplaces are included in the design of the dwelling units. Compliance would be ensured through Los Angeles County review prior to the issuance of a building permit.

### 3.2.6 Level of Significance After Mitigation

#### Impact AQ-1

Programmatic mitigation measures MM AQ-1 through AQ-3 and MM AQ-7 would minimize criteria air pollutant emissions from construction and operation associated with implementation of the FFTOD Specific Plan. Implementation of MM AQ-1 would require the use of heavy-duty equipment powered with engines that meet CARB Tier 4 Final emissions standards, and thereby reduce construction-related exhaust emissions, particularly NO<sub>x</sub>. MM AQ-2 would ensure that the applicable SCAQMD Rule 403 requirements are implemented to reduce fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions during construction. MM AQ-3 require the use of “super-compliant” VOC architectural coatings in all possible applications during construction or the use of water-based paints, thereby further reducing VOC emissions from this construction-related source. MM AQ-7 would eliminate operational emissions of VOC, NO<sub>x</sub>, and PM associated with fireplaces.

However, emissions of criteria air pollutants and precursors could still exceed significance thresholds (Table 3.2-10 and Table 3.2-11). In addition, although the regional planning efforts and relevant air quality plans are updated on a regular basis and it is, therefore, reasonable to assume that future air quality plans will account for development of the FFTOD Specific Plan Area, growth projections used for the purposes of the relevant air quality plans do not currently account for development of the FFTOD Specific Plan Area. As such, implementation of the FFTOD Specific Plan could conflict with the assumptions or obstruct implementation of the AQMP. Therefore, Impact AQ-1 would remain significant and unavoidable.

**Impact AQ-2**

Implementation of MM AQ-1 would require the use of heavy-duty equipment powered with engines that meet CARB Tier 4 Final emissions standards, and thereby reduce construction-related exhaust emissions from off-road construction equipment. MM AQ-2 would ensure that the applicable SCAQMD Rule 403 requirements are implemented to reduce fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions during construction. MM AQ-3 require the use of “super-compliant” VOC architectural coatings in all possible applications during construction or the use of water-based paints, thereby further reducing VOC emissions from this construction-related source. MM AQ-3 would be consistent with County of LA General Plan Policy AQ 1.2 and FFCP Policy R 4.6, which encourage the use of low- or no VOC emitting materials.

Estimated mitigated construction-related emissions from development of up to 25 percent of the FFTOD Specific Plan Area within the earliest possible year of construction are provided in Table 3.2-10. The emission estimates below applied programmatic mitigation measures include watering all exposed active construction areas at least two times daily, reducing vehicle speeds on unpaved roadways to 15 miles per hour, and use of heavy-duty construction equipment (greater than 50 horsepower) that meet Tier 4 Final emissions standards.

**Table 3.2-10: Estimate of Mitigated Regional Construction Emissions in the FFTOD Specific Plan**

Source	Criteria Air Pollutants (pounds per day) <sup>1,2</sup>					
	VOC	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	29.28	38.15	221.69	0.54	47.40	15.89
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Notes:

CO = carbon monoxide

NOx = nitrous oxides

PM 2.5 = Fine particles, less than 2.5 micrometers

PM10 = coarse dust particles 2.5 micrometers and smaller than 10 micrometers in diameter

SO<sub>2</sub> = sulfur dioxide

VOC = volatile organic compound

<sup>1</sup>Construction equipment mix is based on CalEEMod default construction mix. See Appendix B for a list of assumptions on emissions generated on a worst-case day.

<sup>2</sup>Grading activities includes compliance with SCAQMD Rule 403 fugitive dust control measures. Measures include requiring an application of water at least twice per day to at least 80 percent of the unstabilized disturbed on-site surface areas, and restricting speeds on unpaved roads to less than 15 miles per hour. Modeling also assumes a VOC of 50 g/L for interior and 100 g/L for exterior paints pursuant to SCAQMD Rule 1113.

Source: CalEEMod 2020.4

Implementation of MM AQ-1 through AQ-3 would substantially reduce PM and ozone precursor emissions to levels below the SCAQMD thresholds of significance (Table 3.2-10). However, although VOC emissions would be reduced substantially as a result of implementation of MM AQ-3 to use “super-compliant” VOC architectural coatings wherever possible, there may be instances in which the necessary application is not available as a super-compliant VOC product, and emissions could be higher than modeled. Similarly, there may be instances in which off-road equipment items that are a specialty, or unique, piece of equipment cannot be found with a Tier 4 or better engine, and emissions could be higher than modeled. Because the assumptions used to estimate potential construction-related emissions are conservative, it is possible that construction related to implementation of the FFTOD Specific Plan would not exceed SCAQMD thresholds of

significance. However, since the timing and level of construction activities each year is unknown, it is not possible to refine these assumptions and determine the extent to which additional reduction strategies are feasible or would result in emission reductions. In addition, the overlapping construction and operational activities would continue to exceed the SCAQMD thresholds of significance (Table 3.2-11). Therefore, it is conservatively assumed that construction-related emissions could exceed significance thresholds and, this impact is significant and unavoidable.

Implementation of MM AQ-7 would ban fireplaces in new residential development, and thereby reduce operational emissions of VOC, NOx, and PM. The estimated mitigated operations-related and overlapping construction and operational emissions associated with buildout of the FFTOD Specific Plan are provided in Table 3.2-11.

**Table 3.2-11: Mitigated Maximum Daily FFTOD Specific Plan Operational Phase Regional Emissions**

Source	Criteria Air Pollutants (pounds per day) <sup>1</sup>					
	VOC	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	316.74	11.49	995.70	0.05	5.54	5.54
Energy	3.71	31.93	15.33	0.20	2.56	2.56
Mobile Sources	152.56	143.18	1,477.94	3.13	429.65	115.69
Total Emissions	473.01	186.60	2,488.97	3.38	437.75	123.80
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold	Yes	Yes	Yes	No	Yes	Yes
<b>Combined Construction + Operation (Worst-Case)</b>						
Combined Construction + Operation	502.29	224.75	2,710.65	3.92	485.15	139.69
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	Yes	Yes	Yes	No	Yes	Yes

Notes;

CO = carbon monoxide

NOx = nitrous oxides

PM 2.5 = Fine particles, less than 2.5 micrometers

PM10 = coarse dust particles 2.5 micrometers and smaller than 10 micrometers in diameter

SO<sub>2</sub> = sulfur dioxide

VOC = volatile organic compound

<sup>1</sup> Area source emissions assumes compliance with SCAQMD Rule 445, which prohibits the installation of wood-burning devices in new development.

Source: CalEEMod 2020.4

Mitigated emissions are substantially reduced compared to the unmitigated estimates (Table 3.2-11). However, although implementation of the FFTOD Specific Plan would be consistent with regional and land use planning strategies to reduce VMT which would reduce overall operational emissions emission estimates, the operational emissions would continue to exceed the SCAQMD thresholds of significance. In addition, because the specific development projects within the FFTOD Specific Plan Area cannot be defined at the time of this analysis, precise effectiveness and feasibility of additional measures cannot be determined for individual future projects, and operational emissions of criteria air pollutants and precursors could still exceed significance thresholds. There are no additional feasible mitigation measures available to address this impact. Therefore, this impact is significant and unavoidable.

## Impact AQ-3

### ***Health Effects of Criteria Air Pollutants***

Emissions would be substantially reduced as a result of implementation of MM AQ-1 through AQ-3 and AQ-7 (Table 3.2-10 and Table 3.2-11). As discussed above, the nature of criteria pollutants is such that the emissions from an individual project cannot be directly identified as responsible for health impacts within any specific geographic location. As a result, attributing health risks at any specific geographic location to a single proposed project is not feasible. In addition, no expert agency has yet to approve a quantitative method to reliably and meaningfully do so. A number of factors contribute to this uncertainty, including the regional scope of air quality monitoring and planning, technological limitations for modeling at a local plan- or project-level, and the intrinsically complex nature between air pollutants and health effects in conjunction with local environmental variables (City of Los Angeles 2019). Therefore, at the time, it is infeasible for this EIR to directly link the FFTOD's Specific Plan significant air quality impacts with a specific health effect.

In addition, as described previously, the SCAQMD has also developed mass-based emission indicators for localized air quality impacts for both construction and operational phases of a project. Since the timing and level of construction associated with buildout of the FFTOD Specific Plan area is subject to market conditions and not possible to predict, the individual project site acreages, construction and operational emissions, and distance to the nearest sensitive receptors, cannot be readily estimated. Therefore, MM AQ-4 would be required to ensure that new development projects that are 1 acre or larger do not exceed the localized emissions (NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) associated with the maximum daily on-site construction and operational activities for the proposed development. Implementation of MM AQ-4 would ensure that future development that could generate localized emissions during construction and operations would evaluate and mitigate emissions to ensure that sensitive receptors are not exposed to substantial localized concentrations. This evaluation and mitigation design is only possible once project-specific details such as project site size and the sensitive receptors are known. With the feasible actions outlined that have been demonstrated to substantially reduce exposure to emissions and the clear performance standards included in this mitigation, with implementation of mitigation, this impact would be reduced to a less-than-significant level.

### ***Health Effects from Toxic Air Contaminants***

MM AQ-1, MM AQ-5, and MM AQ-6 would reduce impacts to sensitive receptors associated with construction-related mobile emissions from construction equipment and operational TAC sources. In addition, the FFTOD Specific Plan's Industrial Mix District (IX Zone) is intended to maintain neighborhood-appropriate light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The IX Zone allows for the creation of transitions between employment uses and residential to encourage less noxious uses, such as commercial, to abut homes, supporting the goals of the Los Angeles County Green Zones Program and Ordinance.

The buffer distances incorporated into MM AQ-5 are consistent with the buffer recommendations in the CARB *Air Quality and Land Use Handbook* and are also consistent with Los Angeles County General Plan Policy AQ 1.1 which is to minimize health risks to people from industrial

toxic or hazardous air pollutant emissions). In addition, implementation of MM AQ-6 would ensure that future development that could generate TAC emissions during construction and operations would evaluate and mitigate TAC emissions to ensure that sensitive receptors are not exposed to substantial TAC concentrations. MM AQ-6 would be consistent with Los Angeles County General Plan Policy AQ 2.1 (to encourage the application of design and other appropriate measures when siting sensitive uses within proximity to major sources of air pollution) and FFCP Policy EJ 2.1 (to require that new development, especially those located near sources of air pollution, such as major highways and heavy industry, be designed to ensure safe indoor air quality). This evaluation and mitigation design is only possible once project-specific details for the TAC-generating use and the sensitive receptors are known. With the feasible actions outlined that have been demonstrated to substantially reduce exposure to TAC emissions and the clear performance standards included in MM AQ-5 and MM AQ-6, with implementation of mitigation, this impact would be reduced to a less-than-significant level.

### 3.2.7 Cumulative Impacts

In accordance with the SCAQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects in the local area include new development and general growth within the SCAB. The greatest source of emissions within the SCAB is mobile sources. Due to the extent of the area potentially impacted from cumulative project emissions, SCAQMD considers a project cumulatively significant when project-related emissions exceed the SCAQMD regional emissions thresholds provided in Table 3.2-5.

#### Construction

The SCAB is designated as a nonattainment area for ozone, PM<sub>2.5</sub>, and lead (Los Angeles County only) under the NAAQS and CAAQS and nonattainment for PM<sub>10</sub> as well under the CAAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of programmatic mitigation measures for related projects would reduce cumulative impacts. However, project-related construction emissions, overlapping with operational emissions associated with the FFTOD Specific Plan, could still potentially exceed the SCAQMD significance thresholds on a project and cumulative basis. Consequently, the contribution of the proposed FFTOD Specific Plan to cumulative air quality impacts would be cumulatively considerable and therefore would be significant.

#### Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the proposed FFTOD Specific Plan would result in emissions in excess of the SCAQMD regional emissions thresholds for VOC, CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for long-term operation and would cumulatively contribute to the nonattainment designations of the SCAB. Therefore, the proposed FFTOD Specific Plan's air pollutant emissions would be cumulatively considerable and therefore significant and unavoidable.

### 3.2.8 References

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## 3.3 CULTURAL RESOURCES

This section addresses the potential impacts of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) on cultural and paleontological resources in the Florence-Firestone community. This section describes the environmental setting for cultural and paleontological resources, the applicable regulatory framework, impacts of the project, and mitigation measures to reduce significant impacts. The analysis in this section is based in part on the Cultural Resources Technical Report (Appendix C).

Cultural resources are defined as prehistoric and historic sites, structures, districts, and landscapes, or any other physical evidence associated with human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or any other reason. Under the California Environmental Quality Act (CEQA), although not associated with past human activity, paleontological resources are included under cultural resources. For analysis purposes, cultural resources may be categorized into four groups: archaeological resources, historic resources (including architectural/engineering resources), Native American resources (although these may also be considered subsets of archaeological or historic resources), and paleontological resources.

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric-era (before European contact) or historic-era (after European contact). The majority of such places in California are associated with either Native American or Euro-American occupation of the area. The most frequently encountered prehistoric or historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas such as caves, rock shelters, and rock art sites. Historic-era archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

Historic resources include standing structures, infrastructure, and landscapes of historic or aesthetic significance that are generally 50 years of age or older. In California, historic resources considered for protection tend to focus on architectural sites dating from the Spanish Period (1529-1822) through World War II and post-war era facilities; however, some resources may have achieved significance within the past 50 years if they meet the criteria for exceptional significance. Historic resources are often associated with archaeological deposits of the same age.

### 3.3.1 Environmental Setting

#### 3.3.1.1 Paleontological Setting

The entire FFTOD Specific Plan Area is mapped as Quaternary alluvium (Qa). This geologic unit consists of unconsolidated alluvial gravel, sand, and clay, mostly eroded from the Santa Monica Mountains and deposited by the Los Angeles River and its tributaries (Dibblee and Minch 2007; Jennings 1962). These younger Quaternary deposits date to the Holocene and are therefore too young to typically contain significant fossil deposits. Recent younger Quaternary alluvial deposits in the Los Angeles Basin can be up to 200 feet thick (Yerkes et al. 1965).

Older Quaternary alluvial deposits are anticipated to exist below the younger Quaternary alluvium at unknown depths. These deposits are not easily differentiated from the recent deposits that overlie

them. Undisturbed older Quaternary alluvial deposits have yielded significant fossils throughout the Los Angeles Basin, including microfossils and fossil megafauna. Older Quaternary alluvial deposits close to the surface are typically considered of low sensitivity for significant fossils due to chemical and mechanical weathering, bioturbation, and anthropogenic disturbances. However, the sensitivity of undisturbed older Quaternary alluvial deposits for significant fossils is considered moderate to high, even at moderate depths, and increases with depth.

### 3.3.1.2 Cultural Setting

#### Prehistoric Setting

Southern California is known to have been inhabited by native peoples at least 13,000 years Before Present (B.P.) (Arnold et al. 2004). The first evidence of human occupation in the Los Angeles area dates to at least 9000 B.P. and is associated with a period known as the Millingstone Cultural Horizon (Wallace 1955; Warren 1968). Millingstone populations established permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating after 5000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

Although many aspects of Millingstone culture persisted, by 3500 B.P., a number of socioeconomic changes occurred which are associated with the period known as the Intermediate Horizon (Erlandson 1994; Wallace 1955; Warren 1968). Increasing population size required new technological innovations, such as the circular shell fishhook, the mortar and pestle, dart and atlatl, to maximize extraction of terrestrial and marine resources, resulting in a more diverse hunting capability (Erlandson 1994). The Intermediate Horizon marks a period during which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and nonutilitarian materials were acquired, and travel routes were extended.

The Late Prehistoric period, spanning from approximately 1500 B.P. to the Spanish mission era, is the period associated with the florescence of contemporary Native American groups. Native American villages were reported to have been most abundant near major rivers. But historically the region's major rivers frequently shifted their channels due to seasonal flooding as they wound through the Los Angeles Basin (Gumprecht 1999). A relict channel of the Los Angeles River, known in the nineteenth century as Arroyo del Pueblo, appears on the 1896 Downey 1:62500 United States Geological Survey (USGS) map less than 0.75-mile east of the FFTOD Specific Plan Area (USGS 1896).

The closest documented ethnohistoric site to the FFTOD Specific Plan Area is Tajauta. Tajauta is believed to have been a rancheria or small village situated beside a spring on what later became the Rancho Tajauta. The place name is associated with a landform consisting of a low rise between two watercourses on which three Native American archaeological sites have been documented. The Anastasio Avila adobe was also formerly situated on this landform, on the approximate location of today's Imperial Courts public housing complex, in the Watts neighborhood of the City of Los Angeles. The landform overlapped the boundary of the Cities of Lynwood, Los Angeles, and South Gate, and unincorporated Los Angeles County. The northernmost part of the landform

is approximately 0.5-mile south of the southern boundary of the FFTOD Specific Plan Area (Beherec 2020:88-91; King 1993; McCawley 1996:57).

## **Historic Setting**

### ***Spanish Period***

Spanish explorers made brief visits to Gabrielino territory in both 1542 and 1602; on both occasions, the two groups exchanged trade items. Sustained contact with Europeans did not commence until after 1769, when Gaspar de Portolá and a small Spanish contingent explored the California coast from San Diego to Monterey. A string of 21 missions was established in the years that followed the Portolá expedition, including Mission San Gabriel Archangel in 1771 and Mission San Fernando Rey in 1797. By the early 1800s, the majority of the surviving Gabrielino population had entered the mission system.

On September 4, 1781, El Pueblo de La Reina de Los Angeles was established; by 1786, the flourishing pueblo attained self-sufficiency, and funding by the Spanish government ceased (Gumprecht 1999). While the Spanish missions and pueblos developed in the 1780s, the Spanish crown also rewarded land grants to veterans of the California occupation army. Between 1784 and 1821, the development of ranchero society and land use under the Spanish distributed some of the best agricultural and ranching lands in California to private individuals. At least 30 ranchos and land concessions were granted, under conditions of settlement to occupy and use the land (Robinson 1948). The first was the 75,000-acre Rancho San Pedro, provisionally granted to Juan Jose Dominguez in 1784.

### ***Mexican Period***

Alta California became a state when Mexico won its independence from Spain in 1821. The authority of the California missions gradually declined, culminating with their secularization in 1834. Native Americans who had become dependent on the missions were disenfranchised and most Gabrielino neophytes either fled to the north or sought work as laborers from nearby private landowners. Former mission lands were quickly divided and granted to private citizens for use as agricultural and pastoral land (Reid 1939 [1852]).

After 1834, the subdivision of lands into ranchos accelerated. As the possibility of a takeover of California by the United States (U.S.) loomed in the 1840s, Governor Pio Pico increased the number of land grants in a last-ditch effort to keep the land in Mexican hands. More than 600 rancho grants were made between 1833 and 1848.

In 1843, Governor Manuel Micheltoarena granted one square league of land, including what would become Watts and Willowbrook, to Anastasio Avila (or Abila). As finally confirmed by the terms of the Treaty of Guadalupe Hidalgo, the grant was bounded roughly by the present-day streets of Manchester Avenue/Firestone Boulevard to the north, Rosecrans Boulevard to the south, Central Avenue to the west, and Alameda Street to the east; therefore, the area partially overlapped the FFTOD Specific Plan Area. The actual land grant was much larger and extended from the western border of Lugo's Rancho San Antonio all the way to the eastern border of Rancho Sausal Redondo in modern-day Inglewood, the property of Anastasio Avila's son, Antonio Ygnacio Avila. A surviving Diseño del Rancho Tajauta shows that, as it was originally granted, the rancho included

the heights in the vicinity of today's Westmont and West Athens (Adler 1977; U.S. District Court [California: Southern District] 1854).

### ***American Period***

The U.S. took control of California after the Mexican–American War of 1846 and seized Monterey, San Francisco, San Diego, and Los Angeles (then the state capital) with little resistance. Local unrest soon bubbled to the surface, and Los Angeles slipped from U.S. control in 1847. Hostilities officially ended with the signing of the Treaty of Guadalupe Hidalgo in 1848; the U.S. agreed to pay Mexico \$15 million for the conquered territory that included California, Nevada, Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. The conquered territory represented nearly half of Mexico's pre-1846 holdings. California joined the U.S. in 1850 as the 31st state (Wilkman and Wilkman 2006:15).

The discovery of gold in California led to an enormous influx of American citizens in the 1850s and 1860s, and these settlers rapidly displaced the old rancho families. Newcomers continued to pour into Los Angeles and the population nearly doubled between 1870 and 1880. The completion of the second transcontinental line, the Santa Fe, took place in 1886 causing a fare war that drove fares to an unprecedented low. More settlers continued to head west and the demand for real estate skyrocketed. The city's population rose from 11,000 in 1880 to 50,000 by 1890 (Meyer 1981:45).

The beginning of the twentieth century saw the florescence of a uniquely suburban metropolis, where a vast network of residential communities overshadowed city centers, the single-family home was valued over the high-rise, and private space took precedence over public space (Hawthorne 2006). The pleasant Mediterranean climate and development of industries, including the war industry and the movie industry, brought jobs and people to the greater Los Angeles area. Inexpensive automobiles gained popularity in the 1920s, soon creating tremendous congestion in the centers of cities and necessitating alternate transportation routes. The Arroyo Seco Parkway, connecting Los Angeles to Pasadena, was among the earliest “express auto highways” in the U.S., opening in December 1940 (Balzar 2006). Dozens of freeways were constructed in the post-war era, radically altering the character of Los Angeles by simultaneously dividing local neighborhoods and connecting outlying communities.

During the first 3 decades of the twentieth century, more than 2 million people moved to Los Angeles County, transforming it from a largely agricultural region into a major metropolitan area. By 1945, Los Angeles had undertaken 95 annexations, expanding from a 28-square-mile agrarian pueblo into a densely populated city covering more than 450 square miles (Robinson 1979:245).

### ***Florence-Firestone Community History***

The following is excerpted from the 2019 *Florence-Firestone Community Plan* (County of Los Angeles 2019):

#### ***Turn of the Century***

The area that is now Florence-Firestone once contained farmland that yielded abundant crops of sweet potatoes, grain, and corn watered by artesian wells. Grape vineyards were common, as were eucalyptus groves planted for firewood. Farms in the area ranged in size from 40 to several hundred acres.

In 1869, a rail line paralleling Alameda Street from Los Angeles to Wilmington was completed by the Southern Pacific Railroad. In 1876, the trans-continental rail line was completed, connecting the area to the nationwide rail system. The unincorporated districts of Florence and Graham were established as outposts along these rail lines. Southern Pacific and Pacific Electric Railroads had stops along Florence Avenue and Graham Avenue. The name Florence- Firestone may have originated from these outposts. In 1877, the first post office in Florence-Firestone was established. With the construction of the Pacific Electric inter-urban line red cars, which ran from Los Angeles to Long Beach along Graham Avenue, the area had additional regional rail connections by 1902.

Development initially occurred around the rail and streetcar lines. During the 1800s and early 1900s, development was concentrated between Compton Avenue and Alameda Street. In the 1920s, the community started spreading eastward and westward and was almost completely built out by the 1940s. The 1960 Census indicated that 72% of all housing in the community was constructed before 1940. Many of the structures built between the 1920s and 1940s remain today.

Portions of Florence-Firestone have, in previous times, been identified by different place names. Graham, Starks Palm, Central Gardens, Roosevelt Park, Gage-Holmes and Firestone Park Zoned Districts were all named after previously existing neighborhoods in Florence-Firestone. Watts, an adjacent community to the south, was incorporated as an independent city in 1907 and was annexed to the City of Los Angeles in 1926.

#### Early 1900's

The rail line and proximity to ocean ports made Florence-Firestone and its surrounding areas an ideal location for factories, with abundant manufacturing jobs in the early 1920s. Goodyear Tire Company opened in 1920 on Central Avenue in the City of Los Angeles near the community's boundary. In 1927 Firestone Tire and Rubber Manufacturers opened a plant at the intersection of Firestone Boulevard and Alameda Street in South Gate also near the community's boundary.

At its peak, Goodyear Tire employed over 2,500 people and operated 24 hours a day. In addition to the tire and rubber plants, steel manufacturers, automobile assembly plants, derrick and equipment companies, and other manufacturing companies provided a variety of good jobs for the community. This in turn supported a vibrant commercial district, with three movie theaters opening in the community in the 1930s, two on Florence Avenue and one on Compton Avenue. The onset of World War II brought additional manufacturing jobs to the area with the growth of the defense industry. However, after World War II the defense industry declined and manufacturers transitioned to the auto industry.

#### Post War II Years

In 1948, the "whites-only" housing covenants were lifted in the Los Angeles area and African-Americans began to purchase and rent homes in the recently desegregated parts of the community. Racial tensions began to grow, eventually

leading to violence in the 1950's when white residents bombed, fired into, or burned crosses on the lawns of African-Americans' homes. In response, African-American boys formed clubs for protection and the first gangs were established.

In the 1960s, the community was affected by deindustrialization. Factories began to move to outlying areas where there was more space, cheaper land, and less of the perceived social ills of the urban core. Residents and retail establishments followed, resulting in lower rents in the community. The job base, once supported by a strong manufacturing presence, shifted increasingly to lower-wage, service-sector jobs with less stable local employment options. At the same time, the community underwent its first major demographic shift.

Between 1950 and 1965 the African-American population increased from 18% to 57% of the total population. The 1960s was also a time of civil unrest surrounding the Civil Rights Movement and protest against the Vietnam War. In Los Angeles, racial tensions stemming from racial injustices, discrimination, and economic hardship led to the Watts Riot of 1965.

#### Recent Development

Deindustrialization continued into the 1970s and 1980s, resulting in widespread unemployment in the area. The Goodyear and Firestone plants closed in 1982, leading to a massive loss of jobs.

In the 1980s and 1990s, there were significant population shifts in Florence-Firestone spurred by immigration from South and Central America. People of Hispanic origin represented 61% of the population in 1980, 77% in 1990, 86% in 2000, and 91% in 2016. The African-American population in Florence-Firestone declined from 60% in the 1960s to 9% by 2016.

The commercial and industrial makeup of the community changed as well. Unable to compete with new, outlying industrial parks in suburban locations, industry and jobs continued to decline. Physical constraints, such as narrow or shallow lot depths, and competition from large shopping malls further contributed to the decline of Florence-Firestone's historical commercial corridors. The effects can still be seen today with an increasing vacancy rate, closed storefronts, vacant lots, and abandoned buildings. Although, the lower commercial rents have enabled the establishment of small, locally-owned businesses.

Florence-Firestone has been the subject of several studies and reports conducted by Los Angeles County, dating back to the 1970s. In 1970 and 1971, the community was one of two Model Neighborhoods under Los Angeles County's Model Cities program administered by the Department of Urban Affairs. This program sought to coordinate urban services. A community plan background study and staff report was developed in 1971, with the intention to adopt a community plan. However, the community plan was not adopted at the time, perhaps due to the proposal to construct two freeways through the community, the east-west Route 90 along Slauson Avenue and the north-south Route 47 along Industrial Avenue. These freeways were not built and the community plan was also not finalized.

In 1990, the Los Angeles Metropolitan Transit Authority (MTA) opened the 22-mile Metro A Line (previously Metro Blue Line), connecting Downtown Los Angeles and the City of Long Beach. The Metro A Line is the system's first and longest rail line. The Metro A Line runs through the community, with three stops located at Slauson, Florence, and Firestone. The line provides an important north-south connection to jobs and opportunities throughout the Los Angeles region. At a total cost of \$877 million, the Metro A Line represents the most recent major infrastructure investment in the community.

In 1992, South Central Los Angeles was affected by civil unrest that occurred in part as a response to the acquittal of four police officers accused of beating Rodney King. The six days of unrest that followed were also a result of widespread structural inequalities, including economic disparity, poverty, high unemployment, as well as a nationwide recession and breakdown of social institutions. In Florence-Firestone, several businesses suffered considerable damage, with losses concentrated heavily in commercial areas along major corridors, especially on Florence and Central Avenues.

In 2002, in an effort to improve services to the community, Los Angeles County formed the Florence-Firestone Community Enhancement Team (FFCET). Comprised of staff from various County agencies, collaborators from the community, nonprofit organizations, and other stakeholders, the FFCET sought to provide integrated services and prioritize service enhancements. The FFCET provided a forum for community members and County service providers to come together to discuss issues, identify solutions, and work together for the betterment of the community. Completed projects initiated by the FFCET include: expansion of park youth programs; initiation of a Sheriff's Special Enforcement Team to abate gang violence; publication of a resource guide, the Community Connection; coordination of street sweeping, garbage collection, and parking enforcement; installation of roadway and pedestrian lighting and 1,450 new street name signs; formation of the first unincorporated area Business Improvement District; formation of a Community Standards District; and enhancement of code enforcement efforts.

In 2010, the County opened the newly renovated Florence-Firestone Service Center. The center provides comprehensive social services to neighborhood residents which include elderly care, emergency food assistance, internship opportunities, and mediation and conflict resolution. Many County departments and other public and private agencies have satellite offices at the center.

The Black community in Los Angeles has been shaped and reshaped by successive influxes of migrants from other states since 1781 (City of Los Angeles 2018). Though remaining a small part of the total Los Angeles population, from 1890 to 1900 the Black population grew by almost 40% from 1,258 to 2,131 as the general population grew by almost 51% to 102,479 (City of Los Angeles 2018).

In the 1950s, the identity of the area south of downtown transitioned from multiethnic/multiracial eastside to nearly all-Black (Grimes 2009). Middle-class Blacks began moving out of the Central

Avenue vicinity into contiguous neighborhoods to the west and south to what became commonly known as "South Central" (Grimes 2009). This area included the neighborhoods of Avalon, South Vermont, and Watts, and the unincorporated communities of Florence, Westmont and Willowbrook. In the 1950s, the Blacks who settled here were both blue-collar and professionals (Grimes 2009). South Central Los Angeles was historically at the heart of the Black community in Los Angeles (Taniguchi 2004). Central Avenue was considered a hot spot for the jazz scene during its heyday from the 1920s to the 1950s (Taniguchi 2004). The construction of the Harbor Freeway starting from the mid-1950s contributed to changes to the tight-knit nature of the community and an economic downturn for the area.

By the 1970s, many of the blue-collar jobs in South Central closed due to international competition and the employment opportunities they once provided moved overseas or disappeared (City of Los Angeles 2018). The narrowing of industrial employment impacted all American workers but especially Black workers (City of Los Angeles 2018). New manufacturing jobs were developing but because of the continued housing discrimination in the suburbs, inadequate training and education, and poor transportation, the economic opportunities for many working-class Blacks were stymied (City of Los Angeles 2018). Their segregation became more entrenched in the neighborhoods of South Los Angeles (City of Los Angeles 2018).

### ***Florence-Firestone Community Resource Types***

The FFTOD Specific Plan Area largely comprises single-family residential neighborhoods. The neighborhoods in Florence and Graham/ Firestone Park feature concentrations of early twentieth century single-family residences interspersed with commercial and industrial corridors. These neighborhoods developed primarily due to their proximity to historic streetcar routes. Though they were near streetcar lines, these neighborhoods often featured accommodation for automobiles, such as detached garages and paved driveways.

Many of the residential buildings in the FFTOD Specific Plan Area have been altered over time with changes such as replacement windows and doors, stucco finish over original wall cladding materials, and the removal of features such as window surrounds and trim.

Multifamily residences in the FFTOD Specific Plan Area are intermittently situated in predominantly single-family residential neighborhoods. Multifamily development typically consists of duplexes, fourplexes, and small apartment buildings. Scattered throughout the FFTOD Specific Plan Area are bungalow courts from the early twentieth century, designed in a variety of popular architectural styles including craftsman and mission revival.

Commercial property types are found on the major thoroughfares running north-south along Compton Avenue and east-west along Slauson Avenue, Florence Avenue, Nadeau Street, and Firestone Boulevard. The commercial buildings included one- and two-story commercial block buildings and mid-twentieth century storefronts. The historic-period industrial development in the FFTOD Specific Plan Area is largely concentrated along Maie Avenue and Wilmington Avenue and includes factories, warehouses, and storage sites.

The FFTOD Specific Plan Area also has a number of institutional property types. These properties include churches, schools, and government buildings such as the Century Sheriff's Youth Activity League, the Los Angeles County Probation Building, and the Los Angeles County Department of Public Social Services.



### 3.3.1.3 Existing Cultural Resources

#### Records Search Results

A records search for the FFTOD Specific Plan Area was conducted on May 13, 2021, at the California Historical Resources Information System South Central Coastal Information Center (SCCIC) at the California State University, Fullerton. The records search included a review of all recorded resources including archaeological sites and built-environment resources within the entire FFTOD Specific Plan Area, as well as a review of cultural resource reports on file. The archival research included review of previously recorded archaeological site records and reports, historic site and property inventories, and historic maps. Inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Office of Historic Preservation's Built Environment Resources Directory (BERD), California Historical Landmarks and Points of Interest, and the list of City of Los Angeles Historic-Cultural Monuments (LAHCMs) were also reviewed to identify cultural resources within the FFTOD Specific Plan Area.

#### Previous Cultural Resources Investigations Reports

A total of 44 previous cultural resources investigations documented at the SCCIC have been conducted in the FFTOD Specific Plan Area (Table 3.3-1). These investigations include surveys, records searches, and submissions.

**Table 3.3-1: Previous Cultural Resources Investigations Conducted within the FFTOD Specific Plan Area**

Author	Report #	Title	Date
Wlodarski, Robert J.	LA-02577	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County California	1992
Wlodarski, Robert J.	LA-02644	Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	1992
Anonymous	LA-02950	Consolidated Report: Cultural Resources Studies for the Proposed Pacific Pipeline Project	1992
Maki, Mary K	LA-03036	A Phase 1 Cultural Resources Survey of 0.66-acre at 2004 E. 88th Street, Los Angeles County, California	1994
Maki, Mary K	LA-04004	Negative Phase 1 Archaeological Survey for the 2nd District Infill Housing Project/ #g89203 at 6024 South Hooper Avenue, Los Angeles County, California	1998
Anonymous	LA-04097	Council District Nine Revitalization/recovery Program Final Environmental Impact Report	1995
Unknown	LA-04470	Negative Phase I Archaeological Survey and Impact Assessment of .65 Acre for the Latchford Glass Phase II Project Los Angeles County, California	1999
Starzak, Richard	LA-04625	Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	1994
Maki, Mary K.	LA-04737	Negative Phase I Archaeological Survey and Impact Assessment of .9 Acres for the 7300 Roseberry Avenue Housing Project CDC Project No. JJ7101, HMD001, G89101, Florence, Los Angeles County, California	1999
Ashkar, Shahira	LA-04834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, LA and Orange Counties	1999

Author	Report #	Title	Date
Science Applications International Corporation	LA-04836	Phase 1 Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	2000
Maki, Mary K.	LA-05572	Negative Phase 1 Archaeological Survey and Impact Assessment of Approximately 0.5 Acre for the Holmes Childcare Center Project 6122 Holmes Avenue Florence, Los Angeles County, California	2000
Wells, Helen Fairman	LA-05577	Phase 1 Cultural Resources Investigation of Franklin Delano Roosevelt Park Los Angeles County, California	1996
Duke, Curt	LA-05685	Cultural Resource Assessment Cingular Wireless Facility No. Sm 066-03 Los Angeles County, California	2002
Maki, Mary K.	LA-07059	Phase 1 Archaeological Survey Report of 1.64 Acres for the Gage Village Housing Development Project Gage Avenue, Florence, Los Angeles County, California	2003
Marvin, Judith and Curt Duke	LA-07068	Cultural Resource Assessment AT&T Wireless Services Facility No. 04095a Los Angeles County, California	2002
Bonner, Wayne H.	LA-07405	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate LA60XC157A (Florence Verizon) 7200 South Central Avenue, Los Angeles, Los Angeles County, California	2004
Bonner, Wayne H.	LA-07625	Cultural Resources Records Search and Site Visit Results for Sprint Facility Candidate LA70XC112B (Mercado Del Pueblo), 6270 Wilmington Avenue, Los Angeles County, California	2005
Bonner, Wayne H.	LA-07627	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate LA60X180C (Mitchell) 7702 Maie Avenue, Los Angeles, Los Angeles County, California	2004
Bonner, Wayne H.	LA-07637	Cultural Resources Records Search Results and Site Visit for T-Mobile USA Candidate LA03051A (California Body Shop), 9303 South Alameda Street, Los Angeles, Los Angeles County, California	2006
Bonner, Wayne H.	LA-07638	Cultural Resources Records Search Results and Site Visit for T-Mobile USA Candidate LA03341C (Naomi SCE Substation), 7101 Compton Avenue, Los Angeles, Los Angeles County, California	2006
Bonner, Wayne H.	LA-07643	Records Search, Site Visit, and Direct and Indirect Historic Architectural Assessment for Cingular Telecommunications Facility Candidate SM-341-03 (Jems Ent Building) 1560 East Florence Avenue, Los Angeles, Los Angeles County, California	2004
Maki, Mary K.	LA-07665	CDC-Slauson Station Apartments	2005
Maki, Mary K.	LA-07667	Phase 1 Archaeological Investigation of 18.3 Acres for the Florence & Alameda Commercial Center Project Walnut Park, Los Angeles County, California	2004
Maki, Mary K.	LA-07671	Phase 1 Archaeological Investigation of 0.34 Acre for the 6305 Holmes Avenue Construction Project Florence, Los Angeles County, California	2004
Bonner, Wayne H.	LA-07703	Indirect APE Historic Architectural Assessment for Sprint Telecommunications Facility Candidate LA60XC157A (Florence Verizon) 7200 South Central Avenue, Los Angeles, Los Angeles County, California	2004
Tang, Bai "Tom", Michael Hogan, and Casey Tibbet	LA-07867	Historic-period Building Survey South Region High School #2 Project in an Unincorporated Area Near the City of Los Angeles, Los Angeles County, California	2005
Livingstone, David M., McDougall, Dennis, Goldberg, Susan K., and Nettles, Wendy M.	LA-07952	Trails to Rails: Transformation of a Landscape: History and Historical Archaeology of the Alameda Corridor Volume 1	2006

Author	Report #	Title	Date
Bonner, Wayne H. and Kathleen A. Crawford	LA-07987	Direct Ape Historic Architectural Assessment for T-Mobile USA Candidate LA03341C (Naomi SCE Substation), 7101 Compton Avenue, Los Angeles, Los Angeles County, California	2006
Arrington, Cindy and Nancy Sikes	LA-08255	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	2006
Shaver, Noelle C.S.	LA-08499	A Phase I Archaeological Study for the South Region High School No. 13, Community of Walnut Park, Unincorporated Los Angeles County, California	2007
Bonner, Wayne H.	LA-08766	Cultural Resources Records Search and Site Visit Results for Global Signal Candidate 3019372 (Salome), Located at 1150 East 58th Place, Los Angeles, Los Angeles County, California	2006
Bonner, Wayne H.	LA-08853	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA13082A (Leon Elster), 8145 Beach Street, Los Angeles, Los Angeles County, California	2006
King, Phil V.	LA-08955	Final Report for Year Three Historical and Cultural Resources Survey of Los Angeles: Sylmar, Watts, Crenshaw, and Vermont/ Slauson	1983
Bonner, Wayne H.	LA-09190	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03051D (SCE Caldon), Near 8866 Juniper Street, Southeast Corner of 88th Street and Juniper Street, Los Angeles, Los Angeles County, California	2007
Maki, Mary K.	LA-09640	Alameda Seniors Housing Project, Huntington Park	2008
Smith, Francesca and Caprice D. Harper	LA-09641	Cultural Resources Initial Technical Report and Phase I Site Investigation Proposed South Region Middle School No. 3 Project, Walnut Park, Los Angeles County, California	2008
Smith, Francesca and Caprice D. Harper	LA-09642	Cultural Resources Intensive Survey Report, Proposed South Region Middle School No. 3 Project, Walnut Park, Los Angeles County, California	2008
Horne, Melinda C., M. Colleen Hamilton, and Susan K. Goldberg	LA-10524	Alameda Corridor Project Treatment Plan for Historic Properties Discovered During Project Implementation, Second Draft. Addendum to Finding of Effect (February 21, 1995: October 27, 1998)	2000
Brunzell, David	LA-10593	Cultural Resources Assessment – Jordan Downs Specific Plan Project, Watts Community of Los Angeles, California	2010
Lewicki, Pauline	LA-11754	Wattstar Theater and Education Center Addendum to the Initial Study/Mitigated Negative Declaration, Community Redevelopment Agency of the City of Los Angeles	2010
Brunzell, David	LA-11755	Cultural Resources Assessment Wattsatr Cinema and Education Center Project Watts Community of Los Angeles, California	2010
Shaffer, Caleb	LA-11966	Consultation Under Section 106 of the National Historic Preservation Act of a Federal Permitting Project at Clean Harbors Los Angeles	2012
Anderson, Katherine	LA-12798	Los Angeles Unified School District Five Campus Building Inventory, City of Los Angeles, California	2014

### ***Previously Recorded Cultural Resources***

The SCCIC records search identified 59 previously recorded cultural resources mapped in the FFTOD Specific Plan Area (Table 3.3-2). Of these resources, five are archaeological resources including historic-period building foundations and refuse deposits.

**Table 3.3-2: Previously Recorded Cultural Resource Sites in the FFTOD Specific Plan Area**

<b>Primary Number (P-19-)</b>	<b>Historic Name/ Description</b>	<b>Construction Date / Time Period</b>	<b>Date Originally Recorded</b>	<b>Eligibility / NRHP Status Code</b>
002838	Historic-period brick foundation or footing	1880-1945	2000	Unevaluated
002839	Historic-period refuse deposit	1880-1945	2000	Unevaluated
002840	Historic-period brick foundation or footing	1880-1945	2000	Unevaluated
002847	Historic-period brick foundation or footing	1880-1945	2000	Unevaluated
002856	Historic-period refuse deposit	1914-1945	2000	Unevaluated
176186	Miramonte Elementary School	1936-1937	1996	NRHP eligible / 2S2
186110	Union Pacific Railroad	1905	1999	NRHP eligible / 3S
187085	The Mojave Road	Prehistoric/historic	1985	NRHP eligible / 1CS
187087	Pacific Electric Railway Firestone Boulevard Grade Separation/ Graham Avenue Underpass	1937	1986	Not Eligible / 7P
187500	Spanish Colonial Revival style commercial property	1947	2004	Not eligible / 6Y
187700	Streamline Moderne commercial property	1941	2004	Not eligible / 6Y
187755	Spanish Eclectic style multiple-family property	c. 1924	2005	Not eligible / 6Z
187756	Neoclassical style single-family property	c. 1925	2005	Not eligible / 6Z
187757	Neoclassical style single-family property	c. 1925	2005	Not eligible / 6Z
187758	Modern style multiple-family property	c. 1949	2005	Not eligible / 6Z
187759	Modern style multiple-family property	c. 1940	2005	Not eligible / 6Z
187760	Queen Anne style single-family property	1903	2005	Not eligible / 6Z
187761	Spanish Eclectic style multiple-family property	c. 1924	2005	Not eligible / 6Z
187762	Modern style multiple-family property	c. 1955	2005	Not eligible / 6Z
187763	Spanish Eclectic style multiple-family property	c. 1929	2005	Not eligible / 6Z
187764	Spanish Eclectic style multiple-family property	c. 1925	2005	Not eligible / 6Z
187765	Modern style multiple-family property	1955	2005	Not eligible / 6Z
187766	Craftsman style multiple-family property	c. 1925	2005	Not eligible / 6Z
187767	Folk Victorian single-family property	c. 1902	2005	Not eligible / 6Z
187768	Spanish Eclectic style single-family property	c. 1923	2005	Not eligible / 6Z

Primary Number (P-19-)	Historic Name/ Description	Construction Date / Time Period	Date Originally Recorded	Eligibility / NRHP Status Code
187769	Craftsman style single-family property	c. 1924	2005	Not eligible / 6Z
187770	Spanish Eclectic style multiple-family property	c. 1924	2005	Not eligible / 6Z
187771	Vernacular multiple-family property	c. 1923	2005	Not eligible / 6Z
187772	Spanish Eclectic style multiple-family property	c. 1927	2005	Not eligible / 6Z
187773	Vernacular with Italianate influences multiple-family property	c. 1927	2005	Not eligible / 6Z
187774	Vernacular commercial property	c. 1948	2005	Not eligible / 6Z
187775	Vernacular commercial property	c. 1946	2005	Not eligible / 6Z
187776	Vernacular with Western false front commercial property	c. 1947	2005	Not eligible / 6Z
187777	Vernacular commercial property	c. 1932	2005	Not eligible / 6Z
187778	Vernacular commercial property	c. 1920	2005	Not eligible / 6Z
187779	Vernacular with Western false front commercial property	c. 1925	2005	Not eligible / 6Z
187780	Vernacular commercial property	c. 1925	2005	Not eligible / 6Z
187781	Vernacular commercial property	c. 1928	2005	Not eligible / 6Z
187782	Vernacular with Western false front commercial property	c. 1920	2005	Not eligible / 6Z
187783	Vernacular commercial property	1948	2005	Not eligible / 6Z
187784	Vernacular commercial property	c. 1949	2005	Not eligible / 6Z
187785	Vernacular with Mission style influences	c. 1924	2005	Not eligible / 6Z
187786	Western Barn with Art Deco influence commercial property	c. 1938	2005	Not eligible / 6Z
187787	Vernacular commercial property	c. 1925	2005	Not eligible / 6Z
187788	Vernacular commercial property	c. 1942	2005	Not eligible / 6Z
187789	Vernacular with Art Deco influence commercial property	c. 1924	2005	Not eligible / 6Z
187790	Vernacular commercial property	1946	2005	Not eligible / 6Z
187791	Vernacular commercial property	c. 1949	2005	Not eligible / 6Z
187792	Vernacular commercial property	c. 1952	2005	Not eligible / 6Z
187793	Mission Revival style multiple-family property	c. 1923	2005	Not eligible / 6Z
187864	Modern style commercial property	1942	2004	Not eligible / 6Y
187865	Modern style commercial property	c. 1958	2004	Not eligible / 6Y
187965	Art Moderne style substation	c. 1929	2006	Not eligible / 6Y
188399	Colonial Revival style single-family property	1926	2008	Not eligible / 6Z
188400	Spanish Eclectic style single-family property	1939	2008	Not eligible / 6Z
188779	Jordan Downs Public Housing Project, multiple-family property	1942-1954	2010	Not eligible / 6Y

Primary Number (P-19-)	Historic Name/ Description	Construction Date / Time Period	Date Originally Recorded	Eligibility / NRHP Status Code
188983	Boulder Dam – Los Angeles 287.5kV Transmission Line	1936-1953	1999	NRHP eligible / 2B
190949	Paul R. Williams/ Parkside Manor Historic District	1944-1952	n.d.	NRHP eligible
190953	Graham Elementary School	1925-1968	2014	Not eligible / 6Z

Notes:

CRHR = California Register of Historical Resources

NRHP = National Register of Historic Places

1CS = Individually listed in the CRHR by the State Historical Resources Commission.

2B = Determined eligible for NRHP both individually and as a contributor to a NRHP eligible multi-component resource like a district in a federal regulatory process. Listed in the CRHR.

2S2 = Individually determined eligible for NRHP by consensus through Section 106 process. Listed in the CRHR.

3S = Appears eligible for NRHP individually through survey evaluation.

6Y = Determined ineligible for NRHP by consensus through Section 106 process. Not evaluated for CRHR or local listing.

6Z = Found ineligible for NRHP, CRHR or local designation through survey evaluation.

7P = California State Point of Historical Interest that does not meet CRHR criteria.

c. = circa

Of the 59 previously recorded cultural resources, the SCCIC records search identified five NRHP eligible resources within the FFTOD Specific Plan Area. These resources are detailed below:

- Miramonte Elementary School (P-19-176186)

The Miramonte Elementary School main building and auditorium were identified in 1996 for their architectural significance (P-19-176186). The buildings were constructed in 1936 and 1937 in the Mediterranean revival style designed by the architectural firm Howell and Winslow. The resource is eligible for the NRHP and is listed in the CRHR.

- Union Pacific Railroad (P-19-186110)

The Union Pacific Railroad was constructed between 1869 and 1905 and includes portions of the first transcontinental railroad and is significant for its association with the development of Los Angeles (P-19-186110). For a separate project, in 2019, the State Historic Preservation Officer recommended that the Union Pacific Railroad (P-19-186110) as a whole should be assumed eligible for the NRHP (Feldman 2019). For the purpose of the analysis in this section, the Union Pacific Railroad is assumed eligible for the NRHP.

- Mojave Road (P-19-187085)

The NRHP-eligible Mojave Road (P-19-187085) is the historic road that connected the U.S. Army Headquarters for Southern California and Arizona Territory at Wilmington, California with Fort Mojave, Arizona (California Registered Historical Landmark # 963). Within the FFTOD Specific Plan Area, the Mojave Road is generally along the alignment of the existing railroad.

- Boulder Dam – Los Angeles 287.5kV Transmission Line (P-19-188983)

The Boulder Dam-Los Angeles 287.5 kV Transmission Line (P-19-188983) was evaluated for NRHP eligibility in 1999 and found eligible under Criteria A and C, significant for its association with the construction of Boulder Dam, as well as for its association with the industrial, economic, and urban development that occurred in metropolitan Los Angeles from

the mid-1930s through the 1940s. The resource is also significant for its unique engineering and structural characteristics.

- Paul R. Williams / Parkside Manor Historic District (P-19-190949)

The Paul R. Williams / Parkside Manor Historic District (P-19-190949) was constructed between 1944 and 1952. The resource was found eligible for listing in the NRHP under Criteria A and C at the local level of significance as a unique example of community planning in the Watts area with residences designed by architect Paul R. Williams. The district is one of the first and only planned neighborhoods in the Watts area and was among the few developments in Los Angeles built to provide quality single-family housing for the Black community during World War II (HRG n.d.).

### Built Environment Resources Directory

The BERD provides information regarding non-archaeological resources. This inventory is organized by street; a total of 39 previously recorded built-environment resources were identified in the FFTOD Specific Plan Area (Table 3.3-3).

**Table 3.3-3: Properties in the BERD in the FFTOD Specific Plan Area**

Primary Number (P-19-)	Historic Address	Construction Date / Time Period	Eligibility / NRHP Status Code
	5833 MAKEE AVE	1922	Not eligible / 6U
	6305 HOLMES AVE	-	Not eligible / 6U
	6362 MAKEE AVE	1905	Not eligible / 6U
	6608 MIRAMONTE BLVD	1909	Not eligible / 6U
19-174467	6919 COMPTON AVE	-	Not eligible / 6Y
	7000 COMPTON AVE	1913	Not eligible / 6U
	4119 BELL AVE	1928	Not eligible / 6Y
	1747 E FLORENCE AVE	1933	Not eligible / 6U
	1583 E FLORENCE AVE	1958	Not eligible / 6Y
	1600 E FLORENCE AVE	1942	Not eligible / 6Y
	1560 E FLORENCE AVE	1941	Not eligible / 6Y
	7313 COMPTON AVE	1928	Not eligible / 6U
	1460 E 89TH ST	1940	Not eligible / 6Y
	8908 MAIE AVE	1974	Not eligible / 6Y
19-173460	1435 E 77TH PL	-	Not eligible / 6Y
19-176488	1933 E 75TH ST	1922	Unevaluated
	7700 WALNUT DR	1921	Not eligible / 6U
	2056 E 76TH ST	1914	Not eligible / 6Y
	7930 HOLMES AVE	1923	Not eligible / 6Y
19-173498	8208 HOLMES AVE	-	Not eligible / 6Y
19-174551	8227 WALNUT DR	1923	Not eligible / 6Y
19-176487	8418 MIRAMONTE BLVD	1923	Unevaluated
19-174476	1622 E 85TH ST	1930	Not eligible / 6Y
19-176499	8708 FIR AVE	1905	Unevaluated

Primary Number (P-19-)	Historic Address	Construction Date / Time Period	Eligibility / NRHP Status Code
	8908 MAIE AVE	1974	Not eligible / 6Y
19-174380	9110 HOLMES AVE	1910	Not eligible / 6Y
19-174573	1145 E 85TH ST	1926	Not eligible / 6Y
19-175100	1120 E 81ST ST	1939	Not eligible / 6Y
19-174533	1210 E 77TH PL	1927	Not eligible / 6Y
19-174513	1234 E 73RD ST	1926	Not eligible / 6Y
19-174637	1133 E 74TH ST	1924	Not eligible / 6Y
	1130 E FLORENCE AVE	1947	Not eligible / 6Y
	2118 E FLORENCE AVE	-	Not eligible / 6U
	2122 E FLORENCE AVE	-	Not eligible / 6U
	2126 E FLORENCE AVE	-	Not eligible / 6U
	2134 E FLORENCE AVE	-	Not eligible / 6U
	2136 E FLORENCE AVE	-	Not eligible / 6U
	2140 E FLORENCE AVE	-	Not eligible / 6U
	2200 E FLORENCE AVE	1923	Not eligible / 6U

Notes:

APE = Area of Potential Effect

BERD = Built Environment Resources Directory

CRHR = California Register of Historical Resources

NRHP = National Register of Historic Places

OHP = Office of Historic Preservation

6U = Determined ineligible for NRHP pursuant to Section 106 without review by OHP.

6Y = Determined ineligible for NRHP by consensus through Section 106 process – Not evaluated for CRHR or local listing.

7R = Identified in Reconnaissance Level Survey or in an APE: Not evaluated.

**California Historical Landmarks**

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical interest. A search of the California Historical Landmarks list revealed no California Historic Landmarks within the FFTOD Specific Plan Area.

**Los Angeles Historic-Cultural Monuments (LAHCMs)**

LAHCMs are sites in Los Angeles that have been designated by the Los Angeles Cultural Heritage Commission as worthy of preservation based on their architectural, historic, and cultural merits. A search of the LAHCMs revealed no LAHCMs in the FFTOD Specific Plan Area.

**Supplemental Research**

In addition to the reports reviewed at the SCCIC, an additional cultural resources study, the *Florence-Firestone Community Atlas* (AECOM 2020) is incorporated here. That report detailed the results of a desktop reconnaissance survey for cultural resources which examined portions of the FFTOD Specific Plan Area. The *Florence-Firestone Community Atlas* identified 98 individual properties of interest and one potential historic district (Table 3.3-4). These properties are described as over 45 years old; exhibiting a moderate to high degree of historic integrity of design, materials, and workmanship; and/or possessing historic significance related to the development of the community.



The *Florence-Firestone Community Atlas* identified residential properties along Miramonte Boulevard from Gage Avenue to Florence Avenue as a potential historic district with 92 contributing elements (not listed individually in Table 3.3-4). This corridor possesses single-family and multiple-family residential properties, largely constructed between 1900 and 1930 (with very little modern infill development) and defined by mature palm trees lining either side of the street. Many of these properties would not be eligible individually; however, as a unit they appear to be the most intact representation of folk Victorian, craftsman, and minimal-traditional-style residences in the area. The Miramonte Boulevard concentration of residential properties appears eligible for historic district designation as an example of a streetcar suburb retaining its character-defining features such as consistent setbacks, narrow lots, street landscaping, and streets laid out on a grid (AECOM 2020). As these properties have been previously identified as potential historical properties further evaluation is needed to determine the eligibility of these resources.

**Table 3.3-4: FFTOD Specific Plan Area Potential Historical Properties Identified through the *Florence-Firestone Community Atlas* that Require Further Evaluation**

Resource	Use Type	Construction Date / Time Period
5829 Compton Ave	Commercial	1946
1426 E 58th Pl	Residential	1926
1422 E 58th Pl	Residential	1912
1405 E 58th Dr	Residential	1948
1411 E 58th Dr	Residential	1907
1433 E 58th Dr	Residential	1913
1445 E 59th St	Residential	1904
1330 E 59th St	Residential	1907
1326 E 59th St	Residential	1922
1301 E 59th Pl	Residential	1949
1419 E 61st St	Residential	1910
6200 Hooper Ave	Residential	1908
5869 Miramonte Blvd	Residential	1923
5911 Miramonte Blvd	Residential	1920
5908 Miramonte Blvd	Residential	1963
5912 Miramonte Blvd	Residential	1964
5903 Converse Ave	Residential	1923
5907 Converse Ave	Residential	1922
6000 Miramonte Blvd	Residential	1915
6014 Miramonte Blvd	Residential	1910
6019 Converse Ave	Residential	1921
6025 Converse Ave	Residential	1912
1700 E 58th Pl	Industrial	1955
5930 Junction St	Residential	1921
5933 Junction St	Residential	1931
5931 Junction St	Residential	1913
1822 E 61st St	Residential	1907

<b>Resource</b>	<b>Use Type</b>	<b>Construction Date / Time Period</b>
6220 Holmes Ave	Residential	1912
1740 E Gage Ave	Commercial	1970
1853 E 65th St	Industrial	1932
6500 Holmes Ave	Institutional	1962
1854 E 67th St	Industrial	1936
1863 E Florence Ave	Residential	1921
1747 E Florence Ave	Commercial	1933
6525 Compton Ave*	Industrial	1938
6901 Compton Ave	Residential	1914
6516 Makee Ave	Residential	1915
6602 Miramonte Blvd	Residential	1946
6601 Miramonte Blvd	Residential	1940
6726 Compton Ave	Residential	1922
6900 Compton Ave	Institutional	1951
6904 Converse Ave	Residential	1928
1655 E 71st St	Residential	1912
1635 E Florence Ave	Commercial	1912
1633 E Florence Ave	Commercial	1928
1621 E Florence Ave	Commercial	1923
7000 Compton Ave	Residential	1913
7008 Compton Ave	Commercial	1921
7807 Compton Ave	Government	-
7660 Compton Ave	Institutional	1950
1500 E Florence Ave	Commercial	1928
1560 E Florence Ave	Commercial	1941
7220 Maie Ave	Commercial	1964
7322 Maie Ave	Industrial	1933
1318 E Florence Ave	Commercial	1933
2048 E Florence Ave	Commercial	1932
7201 S Alameda St	Commercial	1948
8526 Grape St	Government	-
1839 Firestone Blvd	Institutional	1964
7901 Compton Ave*	Government	1967
1721 E 68th St	Residential	1923
1739 E 68th St	Residential	1928
1745 E 68th St	Residential	1913
6805 Holmes Ave	Residential	1924
1845 E 68th St	Residential	1924
1842 E 69th St	Residential	1913
1716 E 70th St	Residential	1910
1863 E 71st St	Residential	1929

Resource	Use Type	Construction Date / Time Period
7016 Holmes Ave	Residential	1922
1432 E 74th St	Residential	1952
1442 E 77th St	Residential	1896
1542 E 77th Pl	Residential	1925
7675 Whitsett Ave	Residential	1922
7672 Whitsett Ave	Residential	1922
7211 Bell Ave	Government	-
7684 Walnut Dr	Residential	1924
1930 E 73rd St	Residential	-
2026 E 76th St	Residential	1910
1540 E 80th St	Residential	1960
8272 Miramonte Blvd	Residential	1910
1610 E 80th St	Residential	1925
8218 Morton Ave	Residential	1920
1737 E 84th St	Residential	1905
1785 E 85th St	Institutional	1933
8511 Holmes Ave	Institutional	1928
2008 E 87th St	Institutional	1929
8701 Bandera St	Residential	1910
8716 Elm St	Residential	1913
1319 E 90th St	Residential	1965
1423 E 90th St	Residential	1955
8629 Bandera St*	Residential	1921
1900 Firestone Blvd*	Commercial	-
1428 E 82nd St*	Residential	1947
1402 E 82nd St*	Residential	1947
1830 E Florence Ave*	Commercial	1981
7807 Compton Ave*	Government	c. 1974
7001 Compton Ave*	Commercial	1946
7316 Compton Ave*	Commercial	1961
Miramonte Blvd Historic District (Multiple Addresses)	Residential	1900-1930

Notes:

\*Resource also identified in *A Paseo Through Time* in Florence-Firestone

Jeannene Przyblyski's book *A Paseo Through Time in Florence-Firestone* was also reviewed to identify cultural resources in the FFTOD Specific Plan Area. A total of 11 extant properties were identified within the FFTOD Specific Plan Area (Table 3.3-5). The other properties identified in *A Paseo Through Time in Florence-Firestone* are either outside of the FFTOD Specific Plan Area or are no longer extant. These properties have not been evaluated for national, state, or local register eligibility.

**Table 3.3-5: FFTOD Specific Plan Area Potential Historical Properties Identified through *A Paseo Through Time in Florence-Firestone* that Require Further Evaluation**

Description	Address	Construction Date / Time Period
Former location of Graham Library	8629 BANDERA ST	1921
Graham Library	1900 FIRESTONE BLVD	-
William’s Residence	1428 E 82ND ST	1947
Carter Residence	1402 E 82ND ST	1947
Former location of Fox Florence Theater	1830 E FLORENCE AVE	1981
Florence-Firestone Community and Senior Center	7807 COMPTON AVE	c. 1974
Carlitos Tires/ “Steve’s Place”	7001 COMPTON AVE	1946
Superior Grocers	7316 COMPTON AVE	1961
Gentry Theater	6525 COMPTON AVE	1938
Firestone Sheriff Station/ Century Youth Activities League	7901 COMPTON AVE	1967
Youth Activities League/ Former Los Angeles County Sheriff Station	2201 E FIRESTONE BLVD	1938

Source: Przyblyski 2017

**Public Outreach**

A total of 12 cultural resources were identified through public outreach efforts (Table 3.3-6). These properties have not been evaluated for national, state, or local register eligibility.

**Table 3.3-6: FFTOD Specific Plan Area Cultural Resource Properties Identified through Public Outreach Efforts**

Description	Address	Construction Date / Time Period
Gentry Theater	6525 COMPTON AVE	1938
Storybook House	2181 FIRESTONE BLVD	1939
Graham Library	1900 FIRESTONE BLVD	-
Graham Library (former location)	1925 E. 87TH ST	1938
Graham Library (former location)	8511 HOLMES AVE	
Firestone Sheriff Station/ Century Youth Activities League	7901 COMPTON AVE	1967
Youth Activities League/ Former Los Angeles County Sheriff Station	2201 E FIRESTONE BLVD	1938
Former location of Firestone Park Station; former locations of the Florence Library and Florence-Firestone Chamber of Commerce	1557 E FLORENCE AVE	1921
Former location of Firestone Park Station; former locations of the Florence Library and Florence-Firestone Chamber of Commerce	1555 E FLORENCE AVE	1921
Tessie Cleveland Community Services Corporation	8019 COMPTON AVE	-
Youth Activities League	7116 MAKEE AVE	c. 1977
Miramonte Blvd. Palm trees	Along Miramonte Blvd. between E. 66th St. (north) and E. Florence Ave. (south)	c. 1900-1930

### 3.3.2 Regulatory Setting

Federal, state, and local governments have developed laws and regulations designed to protect significant cultural resources that may be affected by actions that they undertake or regulate. The National Historic Preservation Act (NHPA) and CEQA are the primary federal and state laws governing preservation of historic and archaeological resources of national, regional, state and local significance.

#### 3.3.2.1 Federal

##### National Historic Preservation Act

The NHPA (16 United States Code 470) and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) establish a program for the preservation of historic properties throughout the U.S. and provides a framework for identifying and treating historical and archaeological resources under CEQA. Section 106 of the NHPA requires that federal projects or projects under federal jurisdiction consider the effect of an undertaking on properties eligible for or included in the NRHP. Historic properties that are listed in or eligible for the NRHP are considered historical resources for the purposes of CEQA.

NHPA establishes the NRHP, which is “an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR Part 60.2). To be eligible for listing in the NRHP, a property must be at least 50 years old (or have reached 50 years old by the project completion date) and possess significance in American history and culture, architecture, or archaeology to meet one or more of four established criteria (36 CFR Part 60.4):

- A. Association with events that have made a significant contribution to the broad patterns of our history;
- B. Association with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and/or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Historic resources eligible for listing in the NRHP are considered “historic properties” and may include buildings, sites, structures, objects, and historic districts. A potential historic property less than 50 years old may be eligible under NRHP Criteria Consideration G if it can be demonstrated that sufficient time has passed to understand its historic importance (National Register Bulletin 15, page 43). To be eligible for listing in the NRHP, a property must also have integrity, which is defined as “the ability of a property to convey its significance.” Under the concept of integrity, the NRHP recognizes seven aspects or qualities that, in various combinations, define integrity: feeling, association, workmanship, location, design, setting, and materials (National Register Bulletin 15, pages 44–45).

The implementing regulations include a provision for early and effective communication with interested parties, such as Native American tribes. Under this provision (36 CFR Part 800.2[A]),

the lead agency is responsible for contacting local Native American representatives and informing them of the project's intent and nature. The Native American representative is then provided "a reasonable opportunity to identify its concerns about historic properties; advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance; articulate its views on the undertaking's effects on such properties; and participate in the resolution of adverse effects."

### **State**

California implements the NHPA through comprehensive cultural resources surveys and preservation programs. The California Office of Historic Preservation (OHP) implements the policies of the NHPA and maintains the California Historical Resources Inventory.

### **California Environmental Quality Act**

Under CEQA (Public Resources Code [PRC] Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. *State CEQA Guidelines* Section 15064.5 defines a historical resource as: 1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR; 2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and 3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or Section 5024.1.

As described by PRC Section 21084.1 and Section 15064.5 of the *State CEQA Guidelines*, should a project cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired) in the significance of an historical resource, the lead agency must identify potentially feasible measures to mitigate these effects (*State CEQA Guidelines* Sections 15064.5[b][1] and 15064.5 [b][4]).

Archaeological resources are defined in CEQA Section 21083.2, which states that a "unique" archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria:

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

Unique archaeological resources as defined in Section 21083.2 may require reasonable efforts to preserve resources in place (Section 21083.1[a]). If preservation in place is not feasible, mitigation measures will be required. In addition, the *State CEQA Guidelines* specify that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources will not be considered a significant effect on the environment (*State CEQA Guidelines* Section 15064.5[c][4])

### **California Register of Historical Resources**

The CRHR was designed to be used by state and local agencies, private groups, and citizens to identify existing historical resources within the state and to indicate which of those resources should be protected—to the extent prudent and feasible—from substantial adverse change. The CRHR consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. Properties eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. An altered property may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data (California Code of Regulations Section 4852 [c]) To be eligible for listing in the CRHR, a property must be at least 45 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is 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 U.S.;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Potential historical resources eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. A resource less than 45 years old may be eligible if it can be demonstrated that sufficient time has passed to understand its historic importance. While the enabling legislation for the CRHR is less rigorous with regard to the issue of integrity, there is an expectation that properties reflect their appearance during their period of significance (PRC Section 4852).

### **California Points of Historical Interest**

California Points of Historical Interest (PHIs) are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. PHIs designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a landmark and a point. If a point is later granted status as a landmark, the point designation will be retired. In practice, the point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type within the local geographic region (city or county);
- It is associated with an individual or group having a profound influence on the history of the local area; or

It is a prototype of—or an outstanding example of—a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

### ***California Public Resources Code***

Archaeological and historical sites are protected pursuant to policies and regulations enumerated under the California PRC. California PRC Sections 5020–5029.5 continue the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. California PRC Sections 5079–5079.65 define the functions and duties of the OHP. The OHP is responsible for the administration of federally and State-mandated historic preservation programs in California and the California Heritage Fund. California PRC Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods. California PRC Section 21083.2(g) protects archaeological resources. California PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

### **Local**

#### ***County of Los Angeles***

The Historic Preservation Ordinance establishes a local register and a Historical Landmarks and Records Commission to oversee the enforcement of preservation policies that relate to planning, demolition, alteration, and new construction. Actions to resources that are locally registered or eligible for registration are reviewed by the Historical Landmarks and Records Commission for appropriateness.

### **3.3.3 Methodology**

According to the State CEQA Guidelines (Section 15064.5[b]), a project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment. The Guidelines further state that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its historical significance and qualify it for inclusion in the



California Register or in a local register or survey that meet the requirements of PRC Section 5020.1(k) and Section 5024.1(g). A lead agency must also take into account impacts to unique archaeological resources (State CEQA Guidelines Section 15064.5[c][1]-[4]). A project that may disrupt or adversely affect paleontological resources is a project that may have a significant effect on the environment.

### 3.3.3.1 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of dedicated cemeteries.

### 3.3.4 Environmental Impacts

**CUL-1:** *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?*

As previously described, FFTOD Specific Plan Area has a variety of historical resources and cultural resources that require further evaluation. Five previously recorded historical resources have been identified within the FFTOD Specific Plan Area. These resources include the NRHP eligible Miramonte Elementary School (P-19-176186); the Union Pacific Railroad (P-19-186110); the Mojave Road, which is a California Registered Historical Landmark # 963; the Boulder Dam – Los Angeles 287.5kV Transmission Line (P-19-188983); and the Paul R. Williams/ Parkside Manor Historic District (P-19-190949).

The FFTOD Specific Plan would establish transit oriented policy direction, development standards, and implementation programs to encourage infill development with pedestrian-friendly and community-serving uses near transit stops. It would enable additional development of mixed use, commercial, and residential land uses and provide mobility improvements that support increased housing density and employment in proximity to the three Metro A (Blue) Line Stations in the community (i.e., Slauson, Florence, and Firestone stations). These improvements would allow for increased development intensity, taller buildings, and/or streetscape changes that are consistent with a transit-oriented development pattern, which could impact existing historical resources within the FFTOD Specific Plan Area and its surroundings.

The FFTOD Specific Plan does not identify or propose any specific development projects; therefore, it would not directly demolish or materially alter historical resources. However, identified historic structures and sites that are eligible or potentially eligible for NRHP listing may be vulnerable to future development projects pursuant to implementation of the FFTOD Specific Plan. For example, redevelopment to enable a different or more intensive use of a site could result in the demolition of historic or potentially historic structures. In addition, infrastructure or other improvements could result in damage to or demolition of other historic features. Furthermore,

there may be other potential resources that have not been identified, researched, or evaluated for historical significance as defined in CEQA. Therefore, future development projects could adversely affect historic resources that could result in substantial adverse changes in the significance of historical resources so that they would no longer be eligible. Therefore, impacts to historical resources are potentially significant.

In addition to the historic resources identified in this section, there are numerous other residential and commercial buildings within the FFTOD Specific Plan Area that are older than 50 years. As these structures have not been comprehensively surveyed and evaluated, it is possible that they may be eligible as historic resources if other criteria apply, such as significant associations with important events, people, or have high architectural merit. Therefore, future development projects pursuant to implementation of the FFTOD Specific Plan could adversely affect other historical resources not identified in this section. The impact to a historical resource is considered significant. Overall, the FFTOD Specific Plan would not immediately impact any potentially historical resources provided in Table 3.3-4, Table 3.3-5, and Table 3.3-6. However, future development projects pursuant to implementation of the FFTOD Specific Plan that involve these properties would require a formal assessment of the resources.

**CUL-2:** *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?*

Future development projects pursuant to implementation of the FFTOD Specific Plan could impact known and unknown archaeological sites. Locations of archaeological sites and types of resources in each site are kept confidential due to their sensitive nature. The FFTOD Specific Plan Area is considered potentially sensitive for archaeological resources. Therefore, ground disturbance is considered to have a high potential for uncovering archaeological resources.

**CUL-3:** *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Ground disturbance from future development projects pursuant to implementation of the FFTOD Specific Plan could damage fossils buried in soils. Abundant fossils occur in the older Quaternary alluvial deposits in the FFTOD Specific Plan Area. These deposits have produced numerous important fossil specimens. Therefore, the FFTOD Specific Plan Area contains significant, nonrenewable, paleontological resources that are considered to have high sensitivity.

**CUL-4:** *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

There are thousands of archaeological sites within Los Angeles County and human habitation in Los Angeles County is known to date to at least approximately 7,000 years B.C. Therefore, human remains could be buried in soils. The FFTOD Specific Plan Area is developed and has previously been subjected to substantial ground disturbance, which likely already resulted in the discovery of subsurface materials such as human remains. Nevertheless, excavation during construction activities by future development projects pursuant to implementation of the FFTOD Specific Plan has the potential to unexpectedly encounter human remains or disturb human burial grounds, including Native American burials. Human burials have specific provisions for treatment in Section 5097 of the California PRC, which authorizes the Native American Heritage Commission

to resolve any disputes related to the disposition of Native American burials. PRC Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains and would mitigate all potential impacts. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) also have provisions protecting human burial remains from disturbance, vandalism, or destruction. California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to their authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, they will contact the Native American Heritage Commission by phone within 24 hours. Therefore, compliance with these regulations would ensure impacts to discovery of human remains are less than significant.

### 3.3.5 Programmatic Mitigation Measures

The potential to impact historical resources would be mitigated to the greatest extent practicable by implementing the following programmatic mitigation measure:

**MM CUL-1** For all future development projects pursuant to implementation of the FFTOD Specific Plan that involves ground disturbance and/or alteration of an existing structure, a historical resources assessment shall be performed by an architectural historian or historian meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (SOI Standards) to identify any historical resources that might be directly or indirectly affected. Assessments shall include a database search to determine if any resources potentially affected by the future development project have been designated or evaluated under federal or state designation programs or if any have been documented pursuant to a local historic resources survey effort. The qualified architectural historian or historian shall perform a reconnaissance- and/or intensive-level survey to identify any previously unrecorded potential historical resources that might be affected by the future development project. Surveys shall be performed in accordance with the Office of Historic Preservation guidelines and potential historical resources should be evaluated under a developed historic context, pursuant to the definition of an historical resource under CEQA.

The SOI Standards for the Treatment of Historic Properties will be used to the maximum extent practicable to ensure that future development projects involving the relocation, conversion, rehabilitation, or alteration of an historical resource and its settings or related new construction will not impair the significance of the historical resource. Use of the SOI Standards shall be overseen by an architectural historian or historic architect meeting the SOI Professional Qualification Standards. Evidence of compliance with the SOI Standards shall be provided to Los Angeles County in the form of a report identifying character-defining features and specifying how treatment of character-defining features and construction activities will conform to the SOI Standards.

While demolition or alteration of an historical resource such that its significance is materially impaired cannot be mitigated to a less-than-significant level, recordation of the resource will reduce significant adverse impacts to historical resources to the

maximum extent feasible. Such recordation should be prepared under the supervision of an architectural historian or historian meeting the SOI Professional Qualification Standards and should take the form of Historic American Buildings Survey (HABS) documentation. At a minimum, this recordation should include an architectural and historical narrative; medium- or large-format, black-and-white photographic documentation, including negatives and prints; and supplementary information, such as building plans and elevations and/or historic photographs. The documentation package should be reproduced on archival paper and should be made available to researchers and the public through accession by appropriate institutions such as libraries, the SCCIC, and/or the HABS collection housed in the Library of Congress.

The potential to impact archaeological resources would be mitigated to the greatest extent feasible by implementing the following programmatic mitigation measure:

**MM CUL-2** Avoidance, preservation, or data recovery shall be conducted for archaeological resources that could be affected by ground disturbing activities and are found to be significant resources. To ensure that future development projects in the FFTOD Specific Plan Area do not result in significant impacts to pre-historic or historic archaeological resources, the following shall be implemented.

Any ground disturbing activities such as installation of utilities, shall be subject to a Phase I cultural resources inventory on a project-specific basis prior to the County of Los Angeles' approval of project plans. The study shall be carried out by a qualified archaeologist, defined as an archaeologist meeting the SOI Standards for professional archaeology. The cultural resources inventory would consist of: a cultural resources records search to be conducted at the SCCIC; a Sacred Lands File Search by the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey where deemed appropriate by the archaeologist; and recordation of all identified archaeological resources on California Department of Parks and Recreation 523 forms. If potentially significant cultural resources are encountered during the survey, Los Angeles County shall require evaluation of the resources for their eligibility for listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant. Per CEQA Guidelines Section 15126.4(b)(3), project redesign and preservation in place shall be the preferred means of mitigation to avoid impacts to significant cultural resources, including prehistoric and historic archaeological sites, locations of importance to Native Americans, human remains, historical buildings, structures and landscapes. Methods of avoidance may include, but shall not be limited to, project reroute or redesign, project cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with Los Angeles County, and local Native American representatives expressing interest.

During future development project-level construction, should prehistoric or historic subsurface cultural resources are discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist will be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, the archaeologist shall determine—in consultation with Los Angeles County, and local Native American groups expressing interest—appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), project redesign and preservation in place shall be the preferred means to avoid impacts to significant cultural resources. Methods of avoidance may include, but shall not be limited to, project re-route or redesign, project cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures in consultation with Los Angeles County, which may include data recovery or other appropriate measures. All significant cultural materials recovered will be, as necessary and at the discretion of the consulting archaeologist and in consultation with local Native American groups expressing interest, subject to scientific analysis, professional museum curation, and documentation according to current professional standards.

The potential to impact paleontological resources would be mitigated to the greatest extent practicable by implementing the following programmatic mitigation measure:

**MM CUL-3** Applicants for future development projects pursuant to the implementation of the FFTOD Specific Plan shall retain a qualified paleontologist (in accordance with the Society of Vertebrate Paleontologists) to monitor all ground-disturbing activities in native soils or sediments beginning at 5 feet below ground surface and deeper. If upon observing initial earthwork the paleontologist determines that there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to Los Angeles County confirming findings of low potential. If upon observing initial earthwork the paleontologist determines there is a moderate to high potential for discovery, a qualified paleontologist or paleontological monitor (retained by Los Angeles County) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formation sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface; or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

If any paleontological resources (i.e., fossils) are uncovered during construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and Los Angeles County shall be immediately

notified. The qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further, ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, the qualified paleontologist, and Los Angeles County regarding the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation. Screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by Los Angeles County. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by Los Angeles County, shall signify satisfactory completion of this program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

### **3.3.6 Level of Significance after Mitigation**

Programmatic Mitigation Measure CUL-1 has been incorporated into the project to protect historic resources. However, the provisions of CUL-1 afford only limited protection to historic structures and would not ultimately prevent the demolition of a historic structure if preservation is determined to be infeasible. The determination of feasibility will occur on a case by case basis as future development applications on sites containing historic structures are submitted. In addition, some structures that are not currently considered for historic value (because generally, they must be at least 50 years old) could become worthy of consideration during the planning period for the project (i.e., during the horizon year of 2035). While policies would minimize the probability of historic structures being demolished, these policies cannot ensure that the demolition of a historic structure would not occur. This is considered a significant unavoidable adverse impact.

Programmatic Mitigation Measures CUL-2 and CUL-3 would reduce potential impacts associated with archaeological and paleontological resources to a less-than-significant level.

### 3.3.7 Cumulative Impacts

Even with Programmatic Mitigation Measure CUL-1, the project could still contribute to significant cumulative impacts to historic resources. Therefore, the project's contribution would still be significant.

The implementation of Programmatic Mitigation Measures CUL-2 and CUL-3 would ensure that the project's contribution to cumulative impacts on archaeological resources and paleontological resources would be reduced to less than cumulatively considerable by avoiding an adverse impact or an adverse change in the significance.

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## 3.4 ENERGY

This section evaluates the impacts on energy demand from construction and operation of new development that occurs under the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan). Presented below is an overview of federal, state, and local laws and regulations pertaining to energy, overview of California's energy production, supply, and consumption, and the methodology used to evaluate energy resources related to the project. The analysis evaluates potential impacts related to those energy resources that would be affected as a result of implementation of the project.

### 3.4.1 Environmental Setting

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- decreasing overall per capita energy consumption
- decreasing reliance on fossil fuels such as coal, natural gas, and oil
- increasing reliance on renewable energy sources

In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIRs) include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code section 21100[b][3]). Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, cost effectiveness may be determined more by energy efficiency than by initial dollar costs. A lead agency may consider the extent to which an energy source serving the project has already undergone environmental review that adequately analyzed and mitigated the effects of energy production.

#### 3.4.1.1 Energy Background

In 2019, California generated a total of 277,704 gigawatt-hours<sup>1</sup> of electricity, of which approximately 200,475 gigawatt-hours were generated in-state (CEC 2020a). The total nonresidential and residential electricity consumption for Los Angeles County in 2019 was estimated to be approximately 66,119 gigawatt-hours (CEC 2020b).

Total natural gas consumption in 2018 in California was estimated to be 2,207 trillion British thermal units (Btu) (EIA 2020a)<sup>2</sup>. The total nonresidential and residential natural gas consumption for Los Angeles County in 2018 was estimated to be approximately 3,048 million therms<sup>3</sup> (CEC 2020c).

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<sup>1</sup> Gigawatt hour (GWh) is a unit of energy equal to 1000 Megawatt hours, or 1 million kilowatt-hours (1 kilowatt-hour is equal to 3,412 British thermal units (EIA 2021a).

<sup>2</sup> A British thermal unit (Btu) is a measure of the heat content of fuels or energy sources. It is the quantity of heat required to raise the temperature of one pound of liquid water by 1 degree Fahrenheit at the temperature that water has its greatest density (approximately 39 degrees Fahrenheit) (EIA 2021a).

<sup>3</sup> One therm equals 100,000 Btu, or 0.10 million Btu (EIA 2021b).

Electric and natural gas services in the FFTOD Specific Plan Area are provided by Southern California Edison (SCE) and Southern California Gas Company (SCG), respectively. SCE serves approximately 15 million people in a 50,000 square-mile area in central, coastal, and southern California, including Los Angeles County (Edison International 2019). In 2018, SCE's primary power sources are eligible renewables (36 percent), large hydroelectric (4 percent), natural gas (17 percent), nuclear (6 percent), and unspecified sources of power (37 percent) (CEC 2019a). SCG is the nation's largest natural gas distribution utility, delivering energy to 21.8 million consumers across 24,000 square miles. Most of the natural gas used in California (more than 90 percent) is produced out of state from basins in Texas and New Mexico and stored at various storage facilities in Southern California (SCG 2021).

### **3.4.1.2 Energy Use for Transportation**

Transportation is the largest energy-consuming sector in California, accounting for approximately 39 percent of all energy use in the state (EIA 2020b). More motor vehicles are registered in California than in any other state, and commute times in California are among the longest in the country (EIA 2020c). Types of transportation fuel have diversified in California and elsewhere. Historically gasoline and diesel fuel accounted for nearly all demand; now, however, numerous options are available, including ethanol, natural gas, electricity, and hydrogen. Gasoline and diesel fuel constitute 83 and 17 percent of petroleum-based fuels sold in California, respectively. In 2018, sales of diesel fuel to California end users was approximately 1,187,100 gallons per day (gpd) and sales of gasoline to California end users was approximately 455,900 gpd (CEC 2019c). While gasoline and diesel fuel remain the primary fuels used for transportation in California, the types of transportation fuel have diversified in California and elsewhere. Various statewide regulations and plans (e.g., Low Carbon Fuel Standard, Assembly Bill [AB] 32 Scoping Plan) encourage the use of a variety of alternatives are used to reduce demand for petroleum based fuel. Depending on the vehicle capability, conventional gasoline and diesel are increasingly being replaced by alternative transportation fuels including biodiesel, electricity, ethanol, hydrogen, natural gas, and other synthetic fuels. California has a growing number of alternative fuel vehicles through the joint efforts of the California Energy Commission (CEC), California Air Resources Board, local air districts, federal government, transit agencies, utilities, and other public and private entities.

## **3.4.2 Regulatory Setting**

The federal, state, and local regulatory background of energy plans, policies, regulations, and laws is presented below. Generally, these plans, policies, regulations, and laws do not directly apply to the project but are presented to provide context to the regulatory framework.

### **3.4.2.1 Federal**

#### **Energy Policy and Conservation Act of 1975**

The Energy Policy and Conservation Act of 1975 established the first fuel economy standards for on-road motor vehicles sold in the United States. The National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing standards for vehicles and revising the existing standards. The Energy Policy and Conservation Act of 1975 also established the Corporate Average Fuel Economy program, which was created to determine vehicle manufacturers'

compliance with the fuel economy standards. The U.S. Environmental Protection Agency (EPA) administers the testing program that generates the fuel economy data.

### **National Energy Act of 1978**

The National Energy Act of 1978 includes the Public Utility Regulatory Policies Act (Public Law 95-617), Energy Tax Act (Public Law 95-318), National Energy Conservation Policy Act (Public Law 95-619), Power Plant and Industrial Fuel Use Act (Public Law 95-620), and Natural Gas Policy Act (Public Law 95-621).

The intent of the National Energy Act was to promote greater use of renewable energy, provide residential consumers with energy conservation audits to encourage slower growth of electricity demand, and promote fuel efficiency. The Public Utility Regulatory Policies Act created a market for nonutility electric power producers to permit independent power producers to connect to their lines and to pay for the electricity that was delivered.

The Energy Tax Act promoted fuel efficiency and renewable energy through taxes and tax credits. The National Energy Conservation Policy Act required utilities to provide residential consumers with energy conservation audits and other services to encourage slower growth of electricity demand.

### **Energy Policy Act of 1992 and 2005**

The Energy Policy Act of 1992 was enacted to reduce dependence on imported petroleum and improve air quality by addressing all aspects of energy supply and demand, including alternative fuels, renewable energy, and energy efficiency. This law requires certain federal, state, and local government and private fleets to purchase alternative fuel vehicles. The act also defines “alternative fuels” to include fuels such as ethanol, natural gas, propane, hydrogen, electricity, and biodiesel.

The Energy Policy Act of 2005 was enacted on August 8, 2005. This law set federal energy management requirements for energy-efficient product procurement, energy savings performance contracts, building performance standards, renewable energy requirements, and use of alternative fuels. The Energy Policy Act of 2005 also amends existing regulations, including fuel economy testing procedures.

### **Energy Independence and Security Act of 2007**

Signed into law in December 2007, the Energy Independence and Security Act was enacted to increase the production of clean renewable fuels; increase the efficiency of products, buildings, and vehicles; improve the federal government’s energy performance; and increase U.S. energy security, develop renewable fuel production, and improve vehicle fuel economy. The Energy Independence and Security Act included the first increase in fuel economy standards for passenger cars since 1975. The act also included a new energy grant program for use by local governments in implementing energy-efficiency initiatives, as well as a variety of green building incentives and programs.

## **Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards**

On May 7, 2010, the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards were published in the Federal Register. Phase 1 of the emissions standards required that model year 2012–2016 vehicles meet an estimated combined average emissions level of 250 grams of carbon dioxide (CO<sub>2</sub>) per mile, which is equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO<sub>2</sub> level solely through fuel economy improvements.

On August 28, 2012, the U.S. Department of Transportation and EPA issued a joint final rulemaking requiring additional federal greenhouse gas (GHG) and fuel economy standards for Phase 2 of the emissions standards for model year 2017–2025 passenger cars and light-duty trucks. The standards would require these vehicles to meet an estimated combined average emissions level of 163 grams of CO<sub>2</sub> per mile in model year 2025, which is equivalent to 54.5 miles per gallon if the improvements were made solely through fuel efficiency. However, on April 2, 2018, EPA issued a midterm evaluation final determination that found that the model year 2022–2025 emissions standards are not appropriate and should be revised. This midterm evaluation is not a final agency action; rather, this determination led to the initiation of rulemaking of the Safer Affordable Fuel-Efficient Vehicle Rule.

### **Executive Order 13834**

Executive Order (EO) 13834, signed on May 17, 2018, directs federal agencies to manage their buildings, vehicles, and overall operations to optimize energy and environmental performance, reduce waste, and cut costs. EO 13834 includes requirements for federal agencies including but not limited to reducing building energy use annually and implementing cost-saving energy efficiency measures, ensure new construction and major renovations conform to building efficiency requirements and sustainable design principles, and meet statutory requirements for renewable energy and electricity consumption.

### **Safer Affordable Fuel-Efficient Vehicle Rule**

On March 31, 2020, the NHTSA and EPA finalized the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule for Model Years 2021-2026 (SAFE Rule). The SAFE Rule revokes California's authority and vehicle waiver to set its own emissions standards and set zero emission vehicle mandates in California for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026. The final rule will increase stringency of CO<sub>2</sub> emissions standards by 1.5 percent each year through model year 2026, as compared with the CO<sub>2</sub> standards issued in 2012, which would have required increases of about 5 percent per year (NHTSA 2020). On January 20, 2021, President Biden signed an EO directing consideration of labor unions, states, and industry views to propose suspension, revision, or rescindment of the SAFE Vehicles Rule (The White House 2021).

### **Renewable Fuel Standard Program**

Created by the Energy Policy Act of 2005, which amended the Clean Air Act, the Renewable Fuel Standard Program established requirements to replace certain volumes of petroleum-based fuels with renewable fuels. The four renewable fuel types accepted as part of the Renewable Fuel

Standard Program are biomass-based diesel, cellulosic biofuel, advanced biofuel, and total renewable fuel. The 2007 Energy Independence and Security Act expanded the program and its requirements to include long-term goals of using 36 billion gallons of renewable fuels and extending annual renewable-fuel volume requirements to year 2022. “Obligated parties” such as refiners and importers of gasoline or diesel fuel must meet specific blending requirements for the four renewable fuel types. EPA implements the program in consultation with U.S. Departments of Agriculture and Energy. The obligated parties are required to demonstrate their compliance with the Renewable Fuel Standard Program.

### **3.4.2.2 State**

#### **California Energy Commission Plans and Programs**

The CEC is the state’s primary energy policy, planning, and energy efficiency standards regulatory agency. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. The CEC has five major responsibilities: 1) forecasting future energy needs and keeping historical energy data; 2) licensing thermal power plants 50 megawatts or larger; 3) promoting energy efficiency through appliance and building standards; 4) developing energy technologies and supporting renewable energy; and 5) planning for and directing the state response to an energy emergency. Last updated in 2008, the State of California Energy Action Plan establishes goals and specific actions to ensure adequate, reliable, and reasonably priced electrical power and natural gas supplies, initiatives for increasing supply and reducing demand, in the context of global climate change (CEC 2008). The CEC conducts assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery, and distribution. The CEC adopts the Integrated Energy Policy Report every 2 years and an update every other year. The 2019 Integrated Energy Policy Report, adopted February 2020, is the most recent report and provides a summary of energy issues, outlining strategies and recommendations to further California’s goal of ensuring reliable, affordable, and environmentally responsible energy sources (CEC 2020d).

#### **California Public Utilities Commission**

The California Public Utilities Commission (CPUC) has authority to set electric rates, regulate natural gas utility service, protect consumers, promote energy efficiency, and ensure electric system reliability. The CPUC has established rules for the planning and construction of new transmission facilities, distribution facilities, and substations. Utility companies are required to obtain permits to construct certain power line facilities or substations. The CPUC also has jurisdiction over the siting of natural gas transmission lines.

The CPUC regulates distributed generation policies and programs for both customers and utilities. This includes incentive programs (e.g., California Solar Initiative) and net energy metering policies. Net energy metering allows customers to receive a financial credit for power generated by their on-site system and fed back to the utility. The CPUC is involved with utilities through a variety of energy procurement programs, including the Renewable Portfolio Standard program.

The CPUC Long Term Energy Efficiency Strategic Plan, which is the roadmap to achieving maximum energy savings in California through 2020, was originally adopted in 2008 and

subsequently updated in 2011 to include a lighting chapter (CPUC 2011). Action plans provide a framework for implementing each chapter of the Strategic Plan. Consistent with California's energy policy and electricity "loading order", the Energy Efficiency Strategic Plan indicates that energy efficiency is the highest priority resource in meeting California's energy needs. The CPUC also adopted energy goals for all new residential construction in California to be zero net energy (ZNE) by 2020. The ZNE goal means new buildings must use a combination of improved efficiency and distributed renewable energy generation to meet 100 percent of their annual energy need (CEC 2015b). In addition to the ZNE goals for residential buildings by 2020, the CPUC has adopted goals that all new commercial construction in California will be ZNE by 2030 and 50 percent of existing commercial buildings will be retrofit to ZNE by 2030.

### **Renewables Portfolio Standard**

State legislation has established increasingly stringent renewables portfolio standard (RPS) requirements for California's utility companies. RPS-eligible energy sources include wind, solar, geothermal, biomass, and small scale hydro projects.

Senate Bill (SB) 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

EO S-14-08 expanded the state's RPS to 33 percent renewable power by 2020. EO S-21-09 directs the Air Resources Board (ARB) under its AB 32 authority to enact regulations to help the state meet its RPS goal of 33 percent renewable energy by 2020. The 33 percent-by-2020 goal and requirements were codified in April 2011 with SB X1-2. This new RPS applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. SB 350 (2015) increased the renewable-source requirement to 50 percent by 2030, which was further increased under SB 100 in 2018 to 60 percent by 2030 and requiring all the State's electricity to come from carbon-free resources by 2045.

A major component of California's Renewable Energy Program is the RPS established under Senate Bills 1078 (Sher) and 107 (Simitian). SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. EO S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. The 33 percent-by-2020 goal and requirements were codified in April 2011 with SB X1-2. This new RPS applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas.

These requirements reduce the carbon content of electricity generation associated with both existing and new development, including that in the FFTOD Specific Plan Area.



## California Code or Regulations, Title 20 and 24

New buildings constructed in California must comply with the standards contained in California Code of Regulations (CCR) Title 20, Energy Building Regulations, and Title 24, Energy Conservation Standards.

Title 20 standards range from power plant procedures and siting to energy efficiency standards for appliances, ensuring reliable energy sources are provided and diversified through energy efficiency and renewable energy resources. California's 2009 Appliance Efficiency Regulations (20 CCR 1601–1608) were adopted by the CEC on December 3, 2008 and approved by the California Office of Administrative Law on July 10, 2009. The regulations include standards for both federally regulated appliances and nonfederally regulated appliances.

Title 24 requires the design of building shells and building components to conserve energy. The Energy Conservation Standards for new residential and nonresidential buildings were established by the CEC in June 1977 and were most recently revised in 2019 (Title 24, Part 6 of the California Code of Regulations [Title 24]). Title 24 governs energy consumed by commercial and residential buildings in California. This includes the heating, ventilation, and air conditioning (HVAC) system; water heating; and some fixed lighting. Nonbuilding energy use, or “plug-in” energy use, is not covered by Title 24. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. California's Building Energy Efficiency Standards are updated on an approximate 3-year cycle. One of the improvements included within the 2019 Building Energy Efficiency Standards is the requirements that certain residential developments, including some single-family and low-rise residential development, include on-site solar energy systems capable of producing 100 percent of the electricity demand of the residences. With implementation of solar photovoltaic systems with new residential development, homes built under the 2019 standards will use approximately 53 percent less energy than those under the 2016 standards. Nonresidential buildings are anticipated to consume 30 percent less energy as compared to nonresidential buildings constructed under the 2016 California Energy Code, primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary related to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

California Green Building Standards Code (CALGreen) (24 CCR Part 11) is intended to enhance the design and construction of buildings through the use of building concepts that benefit the environment and public health and encourage sustainability in construction and operations of a building. The provisions of the code apply to the planning, design, construction, use and occupancy of all newly constructed buildings and structures throughout California. Some key provisions of the code include, but are not limited to, requirements related to the installation of electric vehicle charging infrastructure in residential and nonresidential developments, establishment of maximum fixture water use rates to reduce indoor water use consumption, diversion of 65 percent of construction and demolition waste from landfills, and mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, and flooring.

## **Executive Order B-18-12**

EO B-18-12 orders all new State buildings and major renovations beginning design after 2025 be constructed as Zero Net Energy facilities. The EO sets an interim target for 50 percent of new facilities beginning design after 2020 to be Zero Net Energy. It directs State agencies to take measures toward achieving Zero Net Energy for 50 percent of the square footage of existing State-owned building area by 2025.

### **3.4.2.3 Local**

#### **Los Angeles County General Plan**

The Los Angeles County General Plan was adopted on October 6, 2015. The Los Angeles County General Plan provides the policy framework and establishes the long range vision for how and where the unincorporated areas will grow, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The following policies included within the General Plan are applicable to energy resources:

- Policy LU 11.1: Encourage new development to employ sustainable energy practices, such as using passive solar techniques and/or active solar technologies.
- Policy LU 11.2: Support the design of developments that provide substantial tree canopy cover, and use light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

#### **Los Angeles County Community Climate Action Plan**

Los Angeles County adopted the Community Climate Action Plan (CCAP) as part of the Los Angeles County General Plan 2035 on October 6, 2015. The plan addresses GHG emissions within the unincorporated communities of Los Angeles County and sets Los Angeles County's local GHG reduction goals for 2020 pursuant to AB 32. As part of the CCAP, Los Angeles County identified new actions to expand green building initiatives and popular efficiency programs such as: green building development, energy efficiency programs, solar installations, alternative renewable energy programs, wastewater treatment plant biogas, energy efficiency retrofits of wastewater equipment, and landfill biogas. The 2020 CCAP is currently in the process of being updated (see the discussion below).

#### **Los Angeles County Climate Action Plan (in progress)**

Los Angeles County's existing CCAP document was adopted by the Board of Supervisors in 2015 as a component of the Los Angeles County General Plan 2035; it expired in 2020 and will be replaced by the Los Angeles County Climate Action Plan (Los Angeles County Climate Action Plan [CAP]). The Los Angeles County CAP will tie together existing climate change initiatives and provide a blueprint for deep carbon reductions. Through this updated CAP, Los Angeles County is targeting carbon neutrality by 2045 in unincorporated Los Angeles County.

The Los Angeles County CAP will outline actions that Los Angeles County plans to take to reduce GHG emissions and adapt to a changing climate in unincorporated areas. The Los Angeles County CAP will include a GHG inventory and a roadmap for addressing emissions from stationary energy (used by buildings and other facilities), transportation, waste, industrial, agricultural, and land use

sectors. Mitigation measures identified in the plan will also yield community co-benefits, including improvements in air quality, public health, mobility, and resilience. The Los Angeles County CAP will be aligned with the General Plan as well as OurCounty, the countywide sustainability plan adopted by the Board of Supervisors in 2019, to support decision-makers in delivering climate compatible solutions in unincorporated Los Angeles County. The Los Angeles County CAP includes the following energy mitigation strategies: decarbonize building energy use; promote water conservation; increase energy resilience; and increase renewable energy.

### **OurCounty Sustainability Plan**

OurCounty is a regional sustainability plan for Los Angeles. The plan outlines what local governments and stakeholders can do to enhance the well-being of every community in Los Angeles County while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution. This plan envisions streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels. OurCounty includes the following goals applicable to energy resources:

- Goal 7: A fossil fuel-free Los Angeles County
- Goal 9: Sustainable production and consumption of resources

### **Florence-Firestone Community Plan**

The Florence-Firestone Community Plan was adopted in September 2019. This Community Plan is a land use development guide intended to direct development and land use decisions to achieve the community's vision. The Community Plan includes the following goals and policies applicable to energy resources:

- Policy EJ-2.2: Energy Efficient Development. Incentivize development that uses energy efficient products, renewable energy systems, and produces clean energy.
- Policy EJ-2.4 Green Building Techniques. Encourage existing public and private development to incorporate green building techniques, such as construction waste management practices, optimization of energy efficiency measures, and avoidance of toxic chemicals.
- Policy PF-1.1 Sustainability Benchmarks. Ensure all new Los Angeles County buildings meet the goals of environmental sustainability, carbon footprint reduction, water conservation, and energy conservation by conducting an environmental audit of all Los Angeles County facilities in Florence-Firestone.
- Policy PF-1.2 Facility Maintenance. Ensure that routine maintenance and operations work optimizes water and energy conservation, and prolong the life of existing Los Angeles County buildings and facilities through preventative maintenance programs and procedures.
- Policy PF-1.3 Renewable Energy and Conservation. Use strategies to conserve water and energy in Florence-Firestone public facilities and transition to alternative renewable energy sources, such as wind and solar, where feasible.
- Policy PS/F 6.8: Encourage projects that incorporate onsite renewable energy systems.

### 3.4.3 Methodology

Energy impacts were analyzed by assessing energy usage associated with construction and operation of development within the FFTOD Specific Plan Area. Future energy demand was calculated consistent with the criteria air pollutant and GHG emissions modeling, conducted using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 (see Section 3.2, Air Quality, and Section 3.6, Greenhouse Gas Emissions, for additional description of modeling details). Detailed project inputs, assumptions, and calculations are provided in Appendix D.

#### 3.4.3.1 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist, the project would have a significant impact on energy if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

For a discussion of impacts related to the relocation or construction of new or expanded electrical power and natural gas facilities, see Section 3.16, “Utilities.”

### 3.4.4 Environmental Impacts

**ENE-1:** *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Energy efficiency is a possible indicator of environmental impacts. The actual adverse physical environmental effects associated with energy use and the efficiency of energy use detailed throughout this EIR in the environmental topic-specific sections. For example, use of energy for transportation leads to air pollutant emissions, the impacts of which are addressed in Section 3.2 and Section 3.6 of this EIR. There is no significant impact associated with energy efficiency that is not addressed in the environmental topic-specific sections of this EIR.

#### 3.4.4.1 Construction-Related Energy Consumption

Construction associated with future buildout of the FFTOD Specific Plan would result in consumption of energy in the form of electricity, natural gas, and fossil fuels (e.g., gasoline and diesel fuel) for the duration of the construction. The primary energy demands during construction would be associated with refueling construction vehicles and equipment and would be short-term in nature. Energy in the form of fuel and electricity would be consumed during this period by construction vehicles and equipment operating on-site, trucks delivering equipment and supplies to the site, and construction workers driving to and from the site. The fuel consumption anticipated to occur as a result of FFTOD Specific Plan construction activities is provided in Table 3.4-1 and Table 3.4-2. The maximum annual fuel consumption for the most intense construction-year scenario is provided in Table 3.4-1 (assuming 25 percent of the assumed land uses in the FFTOD Specific Plan Area are constructed within a single year). The total and average annual fuel consumption that would occur over the anticipated 15-year construction period for full development of the FFTOD Specific Plan Area is provided in Table 3.4-2.

The information in these tables is based on the CalEEMod emissions calculations for proposed construction activities and application of the U.S. Energy Information Administration’s CO<sub>2</sub> emissions coefficients (EIA 2016) to estimate fuel consumption for construction activities. Detailed model inputs, assumptions, and calculations are provided in Appendix D.

**Table 3.4-1: Construction Fuel Consumption, Maximum Annual Construction Year**

Source	MT CO <sub>2</sub> <sup>a</sup>	Fuel Type	Factor (MT CO <sub>2</sub> / Gallon) <sup>b</sup>	Gallons
Off-Road Equipment	2,197	Diesel	0.01016	216,205
Haul and Vendor Trucks	964	Diesel	0.01016	94,876
Worker Vehicles	3,330	Gasoline	0.00889	374,662
<b>Total Gallons</b>			<b>Diesel</b>	<b>311,081</b>
			<b>Gasoline</b>	<b>374,662</b>

Notes:

CO<sub>2</sub> = carbon dioxide; CO<sub>2</sub>e = carbon dioxide equivalent; MT = metric tons

Assumed amortization period is 30 years, based on the typically assumed project lifetime based on South Coast Air Quality Management District guidance of amortizing GHG emissions from construction activities over a project’s operational lifetime (typically assumed to be 30 years).

Sources: <sup>a</sup> Modeled by AECOM in 2021; <sup>b</sup> EIA 2016

**Table 3.4-2: Construction Fuel Consumption, Total and Average Annual**

Source	MT CO <sub>2</sub> <sup>a</sup>	Fuel Type	Factor (MT CO <sub>2</sub> / Gallon) <sup>b</sup>	Gallons
Off-Road Equipment	8,787	Diesel	0.01016	864,820
Haul and Vendor Trucks	3,856	Diesel	0.01016	379,504
Worker Vehicles	13,318	Gasoline	0.00889	1,498,646
<b>Total Gallons</b>			<b>Diesel</b>	<b>1,244,323</b>
			<b>Gasoline</b>	<b>1,498,646</b>
<b>Average Annual (over the 15-year construction period)</b>			<b>Diesel</b>	<b>82,955</b>
			<b>Gasoline</b>	<b>99,910</b>

Notes:

CO<sub>2</sub> = carbon dioxide; CO<sub>2</sub>e = carbon dioxide equivalent; MT = metric tons

Total construction demand determined based upon 4 times the maximum annual construction year (assumed to be 25% of total buildout).

Average annual fuel consumption estimated based on a construction buildout period of 15 years.

Sources: <sup>a</sup> Modeled by AECOM in 2021; <sup>b</sup> EIA 2016

Energy consumption would vary depending on the type of construction activities. For example, although it is unlikely, to conservatively estimate maximum potential fuel demands, it is assumed that a year of maximum potential development could include construction of up to 25 percent of assumed land uses in the FFTOD Specific Plan Area in a single year. Under this scenario, and as provided in Table 3.4-1, approximately 311,081 gallons of diesel and 374,662 gallons of gasoline would be consumed in a single year. Because of these conservative assumptions, actual maximum annual construction-related fuel consumption could be less than those estimated, and more likely reflective of the average annual fuel consumption provided in Table 3.4-2. Considering a steadier rate of development over an anticipated 15-year development period, average annual fuel consumption would be approximately 82,955 gallons of diesel and 99,910 gallons of gasoline per year, for a total of 1,244,323 gallons of diesel and 1,498,646 gallons of gasoline over the 15-year

construction period. In addition, estimates for both maximum annual and average annual fuel consumption assume construction in the earliest possible year (2022). If construction is delayed or occurs over a longer period, fuel use could be reduced because of a more modern and fuel efficient construction equipment and vehicle fleet mix, increased use of alternative fuels, and a less intensive and overlapping construction schedule.

Fuel consumed during construction would be temporary in nature and would not represent a significant demand on available fuel, beyond normal construction fuel usage. There are no known Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in Los Angeles County. Los Angeles County and future applicants would be required to demonstrate consistency with policies and actions in the Los Angeles County General Plan and Florence-Firestone Community Plan that are intended to promote efficient energy use. This would include Policy EJ-2.4, Green Building Techniques and related standards, which requires public and private development to incorporate green building techniques, such as construction waste management practices and optimization of energy efficiency measures. Construction contractors would also be required to minimize equipment idling time to a maximum of 5 minutes, hold current certificates of compliance for ARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1], and that all construction equipment be maintained in proper working condition according to manufacturer's specifications and be checked by a certified mechanic to demonstrate it is running in proper condition before it is operated. These actions would help to ensure on-site equipment is operating with maximum fuel efficiency.

In addition, construction contractors of individual future development projects pursuant to the FFTOD Specific Plan would be required to adhere to the Los Angeles County Construction & Demolition (C&D) Debris Recycling and Reuse Ordinance, Chapter 20.87 of the Los Angeles County Code. The Los Angeles County C&D requirements are consistent with CALGreen requirements and require construction contractors to divert a minimum of 50 percent of the construction generated waste from area landfills, depending on the type and intensity of construction. Construction contractors would be required to divert a minimum of 65 percent of the C&D debris by weight and submit a Recycling and Reuse Plan to Los Angeles County's Construction & Demolition Unit for review and approval. Additionally, according to the Los Angeles County Green Building Ordinance, nonresidential construction of 25,000 square feet or more requires implementation of CALGreen Tier 1 voluntary standards, the FFTOD Specific Plan building materials will include a minimum of 10 percent of recycled content based on estimated cost. Therefore, it is expected that fuel consumption associated with construction of the FFTOD Specific Plan would not be any more inefficient, wasteful, or unnecessary than fuel consumption at other construction sites in the region. This impact would be less than significant.

### ***Operational Building Energy Consumption***

The FFTOD Specific Plan would result in a net increase of 12,110 dwelling units and approximately 1,183,013 nonresidential square feet. Operation of the proposed land uses in the FFTOD Specific Plan Area would consume energy for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, electronics, office equipment and commercial machinery. Projects under the FFTOD Specific Plan would be constructed to meet currently applicable energy efficiency standards at the time of construction. As discussed in the Regulatory Framework, energy efficiency requirements have and will continue to become more

stringent over time. In accordance with California Code of Regulations Title 20 and Title 24, development under the FFTOD Specific Plan will be required to comply with the building energy standards and California Building Standards Code, including CALGreen. This includes meeting energy standards for water and space heating and cooling equipment, insulation for doors, pipes, walls, and ceilings, and appliances, and other requirements. The CEC projects that the 2019 Building Energy Efficiency Standards will reduce energy demand of new residential construction by 53 percent and that of new nonresidential development by 30 percent relative to comparable buildings constructed under the 2016 California Energy Code, and more so for older buildings (CEC 2018). Implementing these provisions would increase energy efficiency. Furthermore, the SCE base power mix is approximately 36 percent eligible renewable resources and SCE offers power mixes to consumers from 50 and 100 percent renewable sources, ensuring that electricity consumption in the FFTOD Specific Plan Area relies heavily on renewable sources.

Using CalEEMod, electrical and natural gas demands were modeled to estimate energy use, as provided in Table 3.4-3. All buildings were assumed to be designed in compliance with Title 24 2019 Building Energy Efficiency Standards; however, as described previously, California’s Building Energy Efficiency Standards are updated on an approximate 3-year cycle. Therefore, it can be presumed that buildings constructed to comply with future iterations of the Building Energy Efficiency Standards would be more efficient and the estimates presented in the table below are conservative.

**Table 3.4-3: Energy Demand—Building Operations**

Land Use Category	Electrical Demand (kWh/year)	Natural Gas Demand (kBtu/year)
Residential	46,414,560	109,793,129
Nonresidential	17,210,379	15,664,539
<b>Total</b>	<b>63,624,939</b>	<b>125,457,668</b>

Notes:

kWh = kilowatt-hours; kBtu = thousand British thermal unit

Sources: Modeled by AECOM in 2021

As denoted in Table 8-3 of the FFTOD Specific Plan Implementation Actions, Action MS-10, Climate Action Plan coordination, would include a performance metric of amending for consistency with the Los Angeles County CAP. The current draft of the Los Angeles County CAP will include major actions that will significantly improve building energy efficiency and on-site renewable energy consistent with the Carbon Neutral Cities Alliance’s Framework for Long-Term Deep Carbon Reduction Planning. Therefore, development in the FFTOD Specific Plan Area would be more energy efficient than existing buildings and potentially than new construction in the region that is not otherwise required to exceed existing regulatory building energy requirements and standards. As a result, new projects would be more energy efficient than existing projects of the same type within Los Angeles County that were constructed prior to the existence of energy efficiency standards or under previous less stringent energy efficiency standards. In addition, older buildings tend to decrease in energy efficiency as infrastructure begins to degrade with time. Therefore, the space heating and cooling, lighting, and other operational-related energy uses under the FFTOD Specific Plan would tend to have lower per-capita energy consumption in association with building energy needs that buildings of similar design and operation in Los Angeles County.

### **Operational Transportation-Related Energy Consumption**

Transportation is, by far, the largest energy consuming sector in California, accounting for approximately 40 percent of all energy use in the state (EIA 2020a). Because transportation accounts for more energy consumption than heating, cooling, and powering of buildings, powering industry, or any other use, the travel demand reducing features of the Specific Plan are important for consideration in an assessment of energy efficiency. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.48 square miles. The area is bound by the city of Los Angeles to the north, south, and west. The LA Metro A Line (previously LA Metro Blue Line), which connects downtown Los Angeles to Long Beach, has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone stations) and operates numerous bus routes in the community. Three freeways (I-110, I-105, I-10) are within a 2.5-mile radius of the community.

The FFTOD Specific Plan Area is currently characterized by a challenging environment for travel across all modes: high vehicle speeds, lack of sufficient pedestrian and bicycle infrastructure, bus stops that lack sufficient amenities like benches and shelters, and degraded pavement quality along some streets. The area lacks an overall cohesive walking network, with large blocks and few protected crossings, while the LA Metro Rail Line creates a mostly impermeable north/south barrier. The miles of bicycle infrastructure are also below average for Los Angeles County.

The intent of the FFTOD Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone community that would provide more opportunities for affordable housing, encourage transit-oriented development, promote active transportation, improve access to transit, and reduce vehicles miles traveled by cars. The socioeconomic data associated with the land use changes proposed in the FFTOD Specific Plan Area include higher densities and more growth than is assumed in Connect SoCal, although the Specific Plan is consistent with Connect SoCal’s goals for focusing higher-density development in transit-rich areas. As described in Section 3.14 Transportation, implementation of the FFTOD Specific Plan would result in an average daily vehicle miles traveled per service population that is 33 percent below the 2020 South County Baseline. As such, the FFTOD Specific Plan provides for employment-generating land uses as well as a range of housing options, and implements land use and transportation planning strategies that would reduce the demand for motor vehicle travel, and thereby minimize overall transportation energy (fuel) demands.

Transportation fuel consumption generated by operations of development in the FFTOD Specific Plan Area was estimated based on the CalEEMod emissions calculations for operational mobile activities associated with land uses and vehicle fleet mix as anticipated within the FFTOD Specific Plan Area. The estimated transportation-related fuel demand associated with buildout of the FFTOD Specific Plan is provided in Table 3.4-4.

**Table 3.4-4: Energy Demand—Building Operations**

<b>Fuel Type</b>	<b>Gallons per Year</b>	<b>MMBtu per Year</b>
Diesel	1,247,322	172,249
Gasoline	5,246,771	655,846
<b>Fuel Type Total</b>	N/A	<b>828,096</b>

Notes:



MMBtu= Million British thermal units  
 Sources: Modeled by AECOM in 2021

**Summary of Impact Analysis**

Energy-requiring activities range from equipment operation during construction, to building operations, to transportation during all phases of the FFTOD Specific Plan implementation. A summary of total energy requirements for development under the FFTOD Specific Plan is provided in Table 3.4-5; for comparison purposes, conversion of all energy requirements to a common energy unit of British thermal units (Btu) per year is also provided.

**Table 3.4-5: Summary of FFTOD Specific Plan Area Energy Requirements**

Energy Consuming Activity	Diesel Consumption (gallons/year)	Gasoline Consumption (gallons/year)	Electricity Consumption (kWh/year)	Natural Gas Consumption (kBtu/year)	Annual Energy Consumption (MMBtu)
Construction (amortized over 30 years)	41,477	49,955	N/A	N/A	161,643
Building Operations	N/A	N/A	63,624,939	125,457,668	342,555
Operational Transportation	1,247,322	5,246,771	N/A	N/A	828,096
<b>Total</b>	1,288,800	5,296,725	63,624,939	125,457,668	1,332,294

Notes:  
 MMBtu= Million British thermal units; kWh = kilowatt-hours; kBtu = thousand British thermal unit  
 Sources: Modeled by AECOM in 2021

Operational transportation would be the greatest energy consuming factor associated with implementation of the FFTOD Specific Plan. The FFTOD Specific Plan provides for employment-generating land uses as well as a range of housing options, and implements land use and transportation planning strategies that would reduce the demand for motor vehicle travel, and thereby minimize overall transportation energy (fuel) demands. Building operations would account for approximately 26 percent of the energy consumption for the FFTOD Specific Plan Area. Compliance with existing regulations, including Los Angeles County’s Green Building Ordinance, would ensure that the proposed facilities would be more energy efficient than existing, average, similar-use buildings, as energy efficiency requirements have become more stringent over time. Considering this information, the FFTOD Specific Plan would not be expected to cause inefficient, wasteful, or unnecessary consumption of energy and this impact is considered less than significant. No mitigation is required.

**ENE-2:** *Conflict with or obstruct a state or local plan for renewable energy or energy efficient?*

As described above in the discussion of Impact ENE-1, implementation of the FFTOD Specific Plan would result in the development of new land uses that would induce new demand for electricity and natural gas, as well as induce additional vehicle miles traveled that would result in the consumption of fossil fuels. However, design and construction of buildings would comply with the most recently adopted California Building Energy Efficiency Standards Code and California Green Building Standards Code (CALGreen), and the Los Angeles County CAP and OurCounty Sustainability Plan. This would ensure that future development would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance

roofs and walls, and high efficacy lighting. Therefore, implementation of the FFTOD Specific Plan would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact is less than significant.

### **3.4.5 Programmatic Mitigation Measures**

No programmatic mitigation measures are required.

### **3.4.6 Level of Significance After Mitigation**

No programmatic mitigation measures are required. Impacts would be less than significant.

### **3.4.7 Cumulative Impacts**

Increased demand for electrical and natural gas supplies and infrastructure is a byproduct of all future land uses and development in Los Angeles County and the region. Energy is consumed for heating, cooling, and electricity in homes and businesses; for public infrastructure and service operations; and for industry and commercial uses. Each service provider is responsible for ensuring adequate provision of these utilities within their jurisdictional boundaries. As described in Section 3.16, Utilities, the existing utility system supplies a sufficient level of electrical service to the FFTOD Specific Plan Area and has adequate capacity to serve the buildout. New development or redevelopments would be responsible for upgrades and undergrounding as determined by SCE in coordination with Los Angeles County Public Works after building plan submittal. The Los Angeles County General Plan and associated elements such as the Los Angeles County CAP and OurCounty Sustainability Plan include goals and policies to reduce energy demands through the use of design features, building materials, and building practices; encourage the use of renewable energy sources; promote land uses and patterns that would not cause wasteful, inefficient, and unnecessary consumption of energy; and ensure adequate electricity and natural gas and related distribution systems are available to meet energy demands. In addition, service providers encourage energy conservation through programs, such as offering rebates for installation of energy efficient appliances and lighting fixtures. The CPUC and CEC have roles in regulating energy supply and ensuring reliable and sufficient supplies as the state grows. As noted above, transportation is, by far, the largest energy consuming sector in California, accounting for approximately 40 percent of all energy use in the state (EIA 2020). Because transportation accounts for more energy consumption than heating, cooling, and powering of buildings, powering industry, or any other use, the overall efficiency of energy use in the region will depend importantly on the ability of local lead agencies to plan in a way that reduces travel demand, such as the FFTOD Specific Plan.

As discussed above, the FFTOD Specific Plan would comply with relevant State and local statutes and regulations related to energy efficiency, including the CCR Title 20, Building Energy Regulations, Title 24, Energy Conservation Standards, and Los Angeles County's Green Building Ordinance. The California Green Building Standards Code is updated over time and in each instance, the energy efficiency standards are increased. Because regional transportation and building energy use will become more efficient between present and the FFTOD Specific Plan planning horizon, the regional planning efforts would result in a less-than-cumulatively considerable impact. Therefore, implementation of the FFTOD Specific Plan with regard to the

inefficient, wasteful, or unnecessary consumption of energy and conflict with or obstruction of plans for renewable energy or energy efficiency, would be less-than-cumulatively considerable.

### 3.4.8 References

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## 3.5 GEOLOGY AND SOILS

This section evaluates the potential for implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) to impact geological and soil resources.

### 3.5.1 Environmental Setting

#### 3.5.1.1 Regional Geologic Setting

##### Geology

The FFTOD Specific Plan Area is in the Transverse Ranges Geomorphic Province. The province extends offshore to the west to include the San Miguel, Santa Rosa, and Santa Cruz islands, and to the east to include the San Bernardino Mountains. It is one of the most rapidly rising regions on earth and is seismically active (CGS 2002).

The Transverse Ranges are an anomaly when compared to the general structural grain of the North American Continent. Recent tectonic activity from the middle Miocene and earlier periods account for much of the present rock distribution. The distributions of different crystalline basement rocks demonstrate older tectonic episodes. The distinctive physiography and structural geology of the Transverse Ranges province are overlain on an older pattern of Precambrian through early Cretaceous igneous and metamorphic basement rocks, which generally occur as fault-bounded blocks. Major basement rock boundaries are not only found along the edges of the Transverse Ranges, but they are also encountered within the province (Los Angeles County 2015).

The FFTOD Specific Plan Area is in the southern part of the Transverse Ranges Geomorphic Province in the Los Angeles Basin, which is about 50 miles long and 20 miles wide. The basin is bound on the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente Hills, and on the east and southeast by the Santa Ana Mountains and San Joaquin Hills. The basin's low land surface slopes gently south or seaward toward the Pacific Ocean, but it is interrupted by the Coyote Hills near the northeast margin, by a line of elongated low hills and mesas to the south and west that extends from Newport Bay northwest to Beverly Hills, and by the Palos Verdes peninsula at the southwest extremity. The basin sediment consists of alluvium deposited over millions of years. The FFTOD Specific Plan Area is in the central portion of the Los Angeles Basin, which is underlain by over 1,000 feet of sediments that have been deposited since the Pliocene period. Underlying these alluvial deposits are Pliocene age marine sediments deposited during a time when a shallow sea covered much of southern California (DRP 2017).

The hills bordering the central portion of the Los Angeles Basin are characterized by a complex sequence of Cretaceous to Pleistocene age marine and nonmarine sedimentary rocks. Localized igneous intrusive rocks attest to the complex geologic history of the area. The broad alluvial deposits forming much of the Los Angeles Basin to the south are sourced from the erosion of the hills in the Santa Monica Mountains, north of the site (Los Angeles County 2017).

##### Faults and Seismicity

The Los Angeles Basin, as well as most of Southern California, is in a complex zone of faults and folds resulting from forces occurring along a bend within the boundary between the Pacific and North American tectonic plates. Numerous generally east-west to northwest trending faults have

formed as a result of these north-south forces acting within this area. The major faults in the vicinity of the Los Angeles Basin are characterized by a combination of blind thrusting, which is a rupture below the uppermost layers of rock and would not be present on the surface; right-lateral strike-slip, which is a displacement in a trend or bearing where the right block moves forward and the back block moves away; and reverse faulting, where the rock layer above the fault moves up (Los Angeles County 2017).

Surface fault rupture can occur during significant seismic events. The process generally involves the sudden failure and displacement of the earth's surface along a fault trace or fault zone. The magnitude and geometry of such ground displacement is highly variable. In general, strike-slip faults such as the active San Andreas Fault and Newport-Inglewood Fault are more likely to produce lateral offsets in the ground surface, with one side of the fault plane or zone "sliding" past the opposing side. Similarly, faults that generally fail under compressional stress, such as thrust or reverse faults, are more prone to vertical offsets in the ground surface. In either case, buildings or other human-made structures that are on the surface above the fault can experience serious damage or catastrophic failure during a strong earthquake (Los Angeles County 2015).

Active faults are defined by the State of California as a fault that has had surface displacement within the Holocene time (approximately the last 11,000 years). Most of the larger earthquakes in the region have been associated with larger faults that have been mapped at the ground surface, such as the 1994 Northridge Earthquake, which occurred on the Northridge Thrust fault, and the 1971 San Fernando Earthquake, which occurred on the San Fernando Fault Zone. Several moderate to large earthquakes in the region have also occurred on deep-seated buried thrust faults in this complex geologic region of Southern California. The Alquist-Priolo Earthquake Zoning Act of 1972 provided for the delineation of Earthquake Fault Zones along known active faults.

### **3.5.1.2 Local**

The FFTOD Specific Plan Area is urban and completely developed. The ground surface is generally flat, sloping gently from 175 feet above mean sea level (amsl) in the northwest, to 115 feet amsl in the southeast (Yamazaki et al. 2017). There are no notable topographic features such as hills or rivers within the FFTOD Specific Plan Area.

#### **Faults and Seismicity**

The California Earthquake Hazards Zone Application Map issued by the California Geological Survey shows no active faults or Alquist-Priolo Earthquake Fault Zones within the FFTOD Specific Plan Area (California Department of Conservation 2019). The closest known fault is the Newport-Inglewood-Rose Canyon Fault approximately 2.4 miles southwest of the FFTOD Specific Plan Area and the Upper Elysian Park Fault approximately 5.2 miles north of the FFTOD Specific Plan Area.

#### **Liquefaction and Lateral Spreading**

Liquefaction is a loss of soil strength due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. According to the Groundwater Wells map managed by the Los Angeles County Public Works, wells within and in the vicinity of the FFTOD Specific Plan Area range from approximately 160 to 200 feet below ground surface (Los Angeles County Public Works

2021). In addition, the California Earthquake Hazards Zone Application Map shows the FFTOD Specific Plan Area is within the Inglewood and South Gate Liquefaction Zones.

Lateral spreading is a phenomenon in which large blocks of intact, nonliquefied soil move downslope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, a liquefiable soil zone must be laterally continuous, unconstrained laterally in at least one direction and free to move along sloping ground.

### **Landslides**

The topography of the FFTOD Specific Plan Area is generally flat with no hillside terrain. Additionally, according to the California Earthquake Hazards Zone Application Map, the FFTOD Specific Plan Area is not in or near a landslide zone.

### **Erosion**

Erosion is defined as the wearing away of soil and rock by processes such as mechanical or chemical weathering, mass wasting, and the action of waves, wind, and underground water (NRCS 2001a, b). Soil erosion can be accelerated beyond natural rates in areas with depleted plant cover and degraded soil structure resulting from excessive disturbance or reduced organic matter input. The majority of the FFTOD Specific Plan Area is developed for urban land uses, with minimal areas susceptible to erosion. According to the Soil Types Map created by the Los Angeles County Department of Regional Planning (DRP), the approximate northern portion of the FFTOD Specific Plan Area consists of Hanford Fine Sandy Loam soil, while the approximate southern portion consists of Chino Silt Loam soil (DRP 2020).

### **Settlement, Subsidence, and Collapsible Soils**

Settlement of the ground surface can occur under static forces such as gravity or groundwater removal but can also be accelerated and accentuated by earthquakes. When liquefied ground reconsolidates following an earthquake, the ground surface may settle or subside as shaking decreases and the underlying liquefied soil becomes denser (USGS 2016). The potential for settlement is higher in unconsolidated sediments than in consolidated sediments.

Subsidence is a form of settlement defined as the gradual settling or sudden sinking of the Earth's surface due to subsurface movement of earth materials (USGS 2013). The General Plan does not list subsidence as a safety issue in Los Angeles County (USGS 2014).

Collapsible soils are dry soils that are susceptible to large and sudden volume reduction when they become wet. Soil collapse can occur by water percolating from newly created ponds, irrigation, leakage from soil-lined canals, and storm runoff from roadways and roofs of buildings (Holzer 2006). The General Plan does not identify collapsible soils as a hazard in Los Angeles County.

## **3.5.2 Regulatory Setting**

### **3.5.2.1 State**

#### **California Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Act requires the state geologist to delineate earthquake fault zones along faults that are “sufficiently active” and “well defined.” The act requires that cities and counties withhold development permits for a site in an earthquake fault zone until geologic investigations demonstrate that the site is not threatened by surface displacements from future faulting. An active fault is one showing expression of surface rupture within the last 11,000 years. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

#### **Seismic Hazard Mapping Act**

The California Seismic Hazard Mapping Act (SHMA) was adopted in 1990 to protect the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The act seeks to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures, and provides them to local governments. SHMA requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present. If the hazard is present, appropriate mitigation is necessary. In addition, SHMA requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

#### **California Building Code**

The California Code of Regulations, Title 24 (California Building Code [CBC]) applies to applications for building permits. Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the CBC within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission, and the code is updated every 3 years. The current version of the CBC (2019) became effective in 2020. Local jurisdictions may add amendments based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and people by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC’s provisions for earthquake safety are based on factors such as occupancy type, the types of soil and rock on site, and the strength of ground motion with a specified probability at the site.

CBC Section 1803 includes requirements for geotechnical investigations for subdivisions requiring tentative and final maps and for other types of structures. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of loadbearing soils, the



effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

### **National Pollutant Discharge Elimination System Construction General Permit**

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ), which has since been amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ. The permit has been administratively extended until a new order is adopted and becomes effective (State Water Resources Control Board 2021). The Construction General Permit regulates construction site storm water. Dischargers whose projects disturb 1 or more acres of soil, or whose projects disturb less than 1 acre but are part of a larger development plan that in total disturbs 1 or more acres, are required to obtain coverage under the Construction General Permit for discharges of storm water associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent pollutants from contacting stormwater and being transported off site into receiving waters. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), nonstormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs). Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to include a visual monitoring program, a chemical monitoring program for nonvisible pollutants, and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

In the FFTOD Specific Plan Area, the Construction General Permit is implemented and enforced by the Los Angeles Regional Water Quality Control Board (LARWQCB), which administers the stormwater permitting program. Dischargers are required to electronically submit a Notice of Intent and permit registration documents to obtain coverage under this Construction General Permit. Dischargers are responsible for notifying the LARWQCB of violations or incidents of noncompliance, as well as for submitting annual reports identifying deficiencies of the BMPs and how the deficiencies were corrected.

#### **3.5.2.2 Local**

##### **Los Angeles County Building Code**

The Los Angeles County Building Code also contains rules and regulations that govern activities that could result in soil erosion or slope instability. These rules and regulations are in the Los Angeles County Grading Code Ordinance and Regulations, where provisions for excavation, grading, and earthwork construction have been established, permitting procedures are set forth, and plan approval and grading inspection protocols and procedures have been identified. The stated goal of these ordinances is to promote public safety and welfare by reducing the risk of

death or injury that could result from earthquake damage to certain types of older buildings during moderate or strong earthquakes. Based on the findings of required structural analyses, deficient buildings may need to be strengthened or demolished.

### **County of Los Angeles Municipal Separate Storm Sewer System Permit**

The FFTOD Specific Plan Area is subject to the waste discharge requirements of the NPDES Permit No. CAS004001 and the County of Los Angeles Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2012-0175), which was amended by Order R4-2012-0175-A01 on September 8, 2016 (LARWQCB 2016). The Los Angeles County Flood Control District, Los Angeles County, and 84 incorporated cities in Los Angeles County (except Long Beach) are permittees under the MS4 Permit. The permit contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. This permit requires that runoff is addressed during the major phases of urban development (planning, construction, and operation) in order to reduce the discharge of pollutants from stormwater to the maximum extent practicable, effectively prohibit nonstormwater discharges and protect receiving waters. The MS4 Permit also includes construction requirements for implementation of minimum construction site BMPs for erosion, sediment, nonstormwater management and waste management on construction sites.

### **Los Angeles County General Plan, Safety Element**

The purpose of the Safety Element of the Los Angeles County General Plan is to reduce the potential risk of death, injuries, and economic damage resulting from natural and human-made hazards. The California Government Code requires the General Plan to address the protection of the community from unreasonable risks, including those associated with seismically induced surface rupture, ground shaking, ground failure, slope instability leading to mudslides and landslides, subsidence, liquefaction, and other seismic hazards (DRP 2015). The following goals and policies of the Safety Element that relate to geological and soil resources are applicable to the FFTOD Specific Plan Area:

- Goal S-1: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to seismic and geotechnical hazards
  - Policy S 1.1: Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones
  - Policy S 1.2: Prohibit the construction of most structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed
  - Policy S 1.3: Require developments to mitigate geotechnical hazards, such as soil instability and land sliding, in Hillside Management Areas through siting and development standards
  - Policy S 1.4: Support the retrofitting of unreinforced masonry structures to help reduce the risk of structural and human loss due to seismic hazards

### **County of Los Angeles Low Impact Development Manual**

Los Angeles County prepared the 2014 Low Impact Development (LID) Standards Manual to comply with the requirements of the NPDES MS4 Permit for stormwater and nonstormwater

discharges from the MS4 within the coastal watersheds of Los Angeles County (CAS004001, Order No. R4-2012-0175), which was amended by Order R4-2012-0175-A01 on September 8, 2016. The LID Standards provide guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of Los Angeles County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and nonstormwater discharges.

The LID Manual specifies requirements for development. According to the LID Manual, liquefaction-induced settlement of structures and lateral spreading will need to be evaluated if analyses indicate the potential for liquefaction may increase due to stormwater runoff infiltration. In addition, soil amendments must be implemented to avoid potential geotechnical hazards such as liquefaction if the hydraulic conductivity in the soil is not sufficient for the necessary water application rate.

### 3.5.3 Methodology

The following analysis considers the existing environmental setting and regulatory environment applicable to the proposed FFTOD Specific Plan Area related to geology and soils. The following plans and websites were consulted to determine what, if any, identified geologic hazards are situated in the FFTOD Specific Plan Area: Los Angeles County General Plan, U.S. Geological Survey, CGS, California Department of Conservation, LARWQCB, and National Resource Conservation Service.

#### 3.5.3.1 Thresholds of Significance

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines and the Los Angeles County Environmental Checklist Form, the proposed project would have a significant impact on geology and soils if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction
- Result in substantial soil erosion or the loss of topsoil
- Be situated on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse
- Be situated on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property

The following thresholds were scoped out of the analysis in the Initial Study (Appendix A), and are only described in Chapter 5, Other CEQA Considerations:

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known active fault trace?
  - Strong seismic ground shaking?
  - Landslides?

- Would the project have soils incapable of adequately supporting the use of on-site wastewater treatment systems where sewers are not available for the disposal of wastewater?
- Would the project conflict with the Hillside Management Area Ordinance (Los Angeles County Code, Title 22, Ch.22.104)?

### 3.5.4 Environmental Impacts

**GEO-1:** *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: seismic-related ground failure, including liquefaction?*

The project does not propose any new development. Future implementation of the project may involve new development and redevelopment of structures in an area classified as having potential for liquefaction and liquefaction-induced lateral spreading. Liquefaction can occur as a secondary effect of seismic shaking in areas of saturated, loose, fine-to-medium grained soils where the water table is 40 feet or less below ground surface. Seismic shaking temporarily eliminates the grain-to-grain support normally provided by the sediment grains. The waters between the grains assume the weight of the overlying material and the sudden increase in pore water pressure results in the soil losing its friction properties. The saturated material (with the frictionless properties of a liquid) will fail to support overlying structures. Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and slumping. Wells within and in the vicinity of the FFTOD Specific Plan Area range from approximately 160 to 200 feet below ground surface. Liquefaction may occur in water-saturated sediment during a moderate to high acceleration of seismic shaking in the FFTOD Specific Plan Area. Furthermore, a certain depth at an individual site is not necessarily an indicator to the area-wide or regional depth to groundwater, and levels are variable.

Liquefaction susceptibility reflects the relative resistance of a soil to loss of strength when subjected to ground shaking. Physical properties of soil such as sediment grain size distribution, compaction, cementation, saturation, and depth govern the degree of resistance to liquefaction. According to the Soil Types Map created by DRP, the approximate northern portion of the FFTOD Specific Plan Area consists of Hanford Fine Sandy Loam soil, while the approximate southern portion consists of Chino Silt Loam soil (DRP 2020). In addition, the California Earthquake Hazards Zone Application Map shows the FFTOD Specific Plan Area is within the Inglewood and South Gate Liquefaction Zones.

Because Southern California is a seismically active area that can produce a high acceleration of seismic shaking, there is potential for exposure of people or structures to liquefaction and liquefaction-induced lateral spreading within the proposed FFTOD Specific Plan Area. However, conforming to the CBC and Los Angeles County Building Code would reduce impacts from liquefaction and liquefaction-induced lateral spreading within the proposed FFTOD Specific Plan Area to the maximum extent practicable under currently accepted engineering practices. These engineering practices could include densification of soils, soil reinforcement, and drainage/dewatering to reduce pore water pressure within the soil (Tong 2014). Therefore, future implementation of the FFTOD Specific Plan would result in less-than-significant impacts related to exposing people or structures to liquefaction and liquefaction-induced lateral spreading.

**GEO-2:** *Would the project result in substantial soil erosion or the loss of topsoil?*

Although the FFTOD Specific Plan Area is in a developed urban area, future construction activities may include excavation, grading, and other soil-disturbing activities that could result in soil erosion or loss of topsoil during rain or high-wind events. However, for projects disturbing more than 1 acre of ground surface, the Construction General Permit requires the preparation and implementation of a SWPPP that would include erosion control and sediment control BMPs such as sandbags and covering soil stockpiles, which would ensure that soil erosion and loss of topsoil on the construction site would be minimized. Specific developments as part of the FFTOD Specific Plan that disturb less than 1 acre of ground surface would be required to implement at a minimum the BMPs identified in the Los Angeles County MS4 Permit, which includes erosion control and sediment control strategies for small construction sites. Compliance with the Construction General Permit and MS4 Permit requirements would ensure less-than-significant impacts related to erosion and topsoil during construction of specific developments in the FFTOD Specific Plan Area.

The FFTOD Specific Plan Area is completely developed with very few pervious surfaces; as such, new development and redevelopment projects proposed pursuant to the FFTOD Specific Plan would generate little increase in runoff to the existing drainage system. Therefore, the chance of soil erosion and topsoil loss occurring during operation of the new development is low. Depending on the development proposed and the applicable zones with respect to setbacks and minimum landscape requirements, landscaped areas could erode and lose topsoil if not properly designed. However, as part of compliance with the LID Standards, any specific future development project under the FFTOD Specific Plan qualifying as a new development or a redevelopment project would be designed to reduce off-site runoff, promote rainwater harvesting, and reduce erosion and hydrologic impacts downstream. By reducing the velocity and quantity of stormwater on site, the potential for erosion and topsoil loss in landscaped areas caused by runoff is also reduced. The presence of vegetation on landscaped areas would reduce the ability of soil to be eroded and lost by wind erosion. Impacts related to erosion and topsoil loss during operation of proposed development would be less than significant.

**GEO-3:** *Would the project be situated 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?*

As described above, the FFTOD Specific Plan Area would have no impact related to landslides given that the area is relatively flat. The potential for liquefaction and lateral spreading is addressed in GEO-1. As stated in GEO-1, development in accordance with the FFTOD Specific Plan requires conformance with the CBC and Los Angeles County Building Code that would reduce impacts from liquefaction and liquefaction-induced lateral spreading within the FFTOD Specific Plan Area to the maximum extent practicable under currently accepted engineering practices. These engineering practices could include densification of soils, soil reinforcement, and drainage/dewatering to reduce pore water pressure within the soil. Therefore, the implementation of the FFTOD Specific Plan would result in less-than-significant impacts related to liquefaction and liquefaction-induced lateral spreading.

Development under the FFTOD Specific Plan would be required to adhere to CBC and Los Angeles County Building Code requirements, which include the preparation of a geotechnical investigation by a state licensed geotechnical engineer. The required geotechnical report for any

future development project (new development or redevelopment) pursuant to the FFTOD Specific Plan would determine the susceptibility of the subject site to settlement, subsidence, or collapse and prescribe appropriate engineering techniques for reducing its effects. Site preparation measures such as use of engineered fill, surcharging, wick drains, compaction requirements, and structural slabs could be used. These measures would be evaluated and the most effective, feasible, and economical measures recommended in a geotechnical report would be incorporated into the site design in accordance with the building requirements. Therefore, with adherence to CBC and Los Angeles County Building Code requirements, the potential for unstable soils to adversely affect proposed structures and improvements resulting in settlement, subsidence, or collapse would be less than significant.

**GEO-4:** *Would the project be situated on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Highly expansive soils swell when they absorb water and shrink as they dry and can cause structural damage to building foundations and roads. Therefore, they are less suitable for development than nonexpansive soils. According to the Soil Types Map created by DRP, the approximate northern portion of the FFTOD Specific Plan Area consists of Hanford Fine Sandy Loam soil, while the approximate southern portion consists of Chino Silt Loam soil (DRP 2020). Therefore, expansive soils could be present on site, and implementation of the FFTOD Specific Plan could exacerbate expansive soils hazards, such as by infiltration of stormwater or increasing the amount of irrigation on redevelopment sites.

However, future development project (new development or redevelopment) pursuant to the FFTOD Specific Plan would be required to comply with applicable ordinances set forth by CBC and Los Angeles County and the most recent CBC and Los Angeles County building and seismic codes in effect at the time of project design. In accordance with Section 1803A of the 2019 CBC, a geotechnical investigation is required and must evaluate soil classification, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness as necessary, determined by the Los Angeles County building official. The geotechnical investigation must be prepared by registered professionals (e.g., geotechnical engineer). Recommendations of the report as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the project. Compliance with the CBC and Los Angeles County Building Code would ensure that FFTOD Specific Plan implementation would not substantially increase hazards from expansive soils.

### **3.5.5 Programmatic Mitigation Measures**

No programmatic mitigation measures are required.

### **3.5.6 Level of Significance After Mitigation**

No programmatic mitigation measures are required.

### 3.5.7 Cumulative Impacts

The area for potential cumulative geology and soils impacts includes the FFTOD Specific Plan Area and immediately adjacent areas because the direct geology and soil impacts are site specific and people and structures within the FFTOD Specific Plan Area could be exposed to hazards from unstable structures immediately adjacent to the area. Future cumulative development could be situated in areas susceptible to strong seismic ground shaking, liquefaction, and lateral spreading, similar to the project. Because future development could be exposed to these impacts, people and structures could be exposed to a high potential for geology and soil impacts. However, as required for all new developments, conforming to the CBC and Los Angeles County Building Code would reduce impacts from strong seismic ground shaking, liquefaction, and liquefaction-induced lateral spreading for future cumulative development to the maximum extent practicable under currently accepted engineering practices. Therefore, cumulative development would result in less-than-significant impacts related to exposing people or structures to strong seismic ground shaking, liquefaction, or liquefaction-induced lateral spreading. Because both the project and cumulative development would result in less-than-significant impacts related to exposing people or structures to hazards from unstable structures the project's contribution to geology and soil impacts would not be cumulatively considerable, and therefore, less than significant.

Topsoil and erosion impacts are also typically site-specific. All cumulative projects adjacent to the FFTOD Specific Plan Area disturbing more than 1 acre of ground surface would be required to implement erosion control and sediment control BMPs as required by their site-specific SWPPPs per Construction General Permit requirements. Cumulative projects not under this disturbance category would be required—at a minimum—to implement erosion and sediment control BMPs listed in the Los Angeles County MS4 Permit. Therefore, cumulative developments would result in less-than-significant erosion and topsoil loss impacts because these projects would be required to comply with existing regulations. Because the projects that would be part of the FFTOD Specific Plan would result in less-than-significant soil erosion and loss of topsoil impacts as described above, the project's contribution to cumulative soil impacts would not be cumulatively considerable, and therefore, less than significant.

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## 3.6 GREENHOUSE GASES

This section evaluates the potential for implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) to cumulatively contribute to greenhouse gas (GHG) emissions. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis. The analysis in this section is based on buildout of the FFTOD Specific Plan, as modeled using the California Emissions Estimator Model (CalEEMod) and trip generation and vehicle miles traveled (VMT) provided by Fehr & Peers. The trip generation and VMT data and GHG emissions modeling for construction and operational phases are provided in Appendix B.

### 3.6.1 Environmental Setting

#### 3.6.1.1 Greenhouse Gases and Climate Change

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2014).<sup>1</sup> The major GHGs are briefly described below.

- **Carbon dioxide (CO<sub>2</sub>)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH<sub>4</sub>)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities
- **Nitrous oxide (N<sub>2</sub>O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.
- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global warming potential (GWP) gases.
  - **Chlorofluorocarbons (CFCs)** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they

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<sup>1</sup> Water vapor (H<sub>2</sub>O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, because it is considered part of the feedback loop rather than a primary cause of change.

break down the ozone layer. These gases are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.

- **Perfluorocarbons (PFCs)** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF<sub>4</sub>] and perfluoroethane [C<sub>2</sub>F<sub>6</sub>]) were introduced as alternatives, along with hydrofluorocarbons (HFCs), to ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high GWP.
- **Sulfur Hexafluoride (SF<sub>6</sub>)** is a colorless gas soluble in alcohol and ether, and slightly soluble in water. SF<sub>6</sub> is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.
- **Hydrochlorofluorocarbons (HCFCs)** contain hydrogen, fluorine, chlorine, and carbon atoms. Although they are ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs.
- **Hydrofluorocarbons (HFCs)** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are provided in Table 3.6-1, GHG Emissions and Their Relative Global Warming Potential Compared to CO<sub>2</sub>. The GWP is used to convert GHGs to CO<sub>2</sub>-equivalence (CO<sub>2</sub>e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fifth Assessment Report (AR5) GWP values for CH<sub>4</sub>, a project that generates 10 metric tons (MT) of CH<sub>4</sub> would be equivalent to 280 MT of CO<sub>2</sub>.<sup>2</sup>

**Table 3.6-1: GHG Emissions and Their Relative Global Warming Potential Compared to CO<sub>2</sub>**

GHGs	Second Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>1</sup>	Fourth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>2</sup>	Fifth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>2</sup>
Carbon Dioxide (CO <sub>2</sub> )	1	1	1
Methane <sup>2</sup> (CH <sub>4</sub> )	21	25	28
Nitrous Oxide (N <sub>2</sub> O)	310	298	265
Hydrofluorocarbons:			
HFC-23	11,700	14,800	12,400
HFC-32	650	675	677
HFC-125	2,800	3,500	3,170
HFC-134a	1,300	1,430	1,300
HFC-143a	<u>3,800</u>	4,470	4,800

<sup>2</sup> CO<sub>2</sub>-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

GHGs	Second Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>1</sup>	Fourth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>2</sup>	Fifth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>2</sup>
HFC-152a	<u>140</u>	124	138
HFC-227ea	<u>2,900</u>	3,220	3,350
HFC-236fa	<u>6,300</u>	9,810	8,060
HFC-4310mcc	<u>1,300</u>	1,030	1,650
Perfluoromethane: CF <sub>4</sub>	<u>6,500</u>	7,390	6,630
Perfluoroethane: C <sub>2</sub> F <sub>6</sub>	<u>9,200</u>	12,200	11,100
Perfluorobutane: C <sub>4</sub> F <sub>10</sub>	<u>7,000</u>	8,860	9,200
Perfluoro-2-methylpentane: C <sub>6</sub> F <sub>14</sub>	7,400	9,300	7,910
Sulfur Hexafluoride (SF <sub>6</sub> )	23,900	22,800	23,500

## Notes:

GWP = global warming potential

HFC = hydrofluorocarbon

The IPCC has published updated GWP values in its Fifth Assessment Report (2014) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO<sub>2</sub>. However, GWP values identified in the Fourth Assessment Report are used by SCAQMD to maintain consistency in statewide GHG emissions modeling. In addition, the 2014 and 2017 Scoping Plan Updates are based on the GWP values in the Fourth Assessment Report.

<sup>1</sup> Based on 100-year time horizon of the GWP of the air pollutant compared to CO<sub>2</sub>.

<sup>2</sup> The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO<sub>2</sub> is not included.

Source: IPCC 1995, 2007, 2014

### 3.6.1.2 California's GHG Emissions

In 2018, emissions from GHG emitting activities statewide were 425 million metric tons (MMT) of CO<sub>2</sub>e. Combustion of fossil fuel in the transportation category was the single largest source of California's GHG emissions in 2018, accounting for 39.9 percent of total GHG emissions in the state. The transportation category was followed by the industrial and electric power (including in-state and out-of-state sources) categories, which account for 21.0 and 14.8 percent of the state's total GHG emissions, respectively. Other major sectors of GHG emissions include commercial and residential (9.7 percent), agriculture (7.7 percent), high-GWP GHGs (4.8 percent), and recycling and waste (2.1 percent) (CARB 2020).

### 3.6.1.3 Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO<sub>2</sub> in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability

of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are also hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas
- Warmer and more frequent hot days and nights over most land areas
- An increase in frequency of warm spells/heat waves over most land areas
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas
- Larger areas affected by drought
- Intense tropical cyclone activity increases
- Increased incidence of extreme high sea level (excluding tsunamis)

#### **3.6.1.4 Potential Climate Change Impacts for California**

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada. By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase from 4.1 to 8.6°F, depending on emissions levels (CCCC 2012).

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) a shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (Table 3.6-1), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are provided in Table 3.6-2, Summary of GHG Emissions Risks to California, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy impacts.

**Table 3.6-2: Summary of GHG Emissions Risks to California**

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogen Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Source: CEC 2006; CEC 2009; CCCC 2012; CNRA 2014.

Specific climate change impacts that could affect the project include:

- Water Resources Impacts.** By late this century, all projections show drying, and half of the projections suggest 30-year average precipitation will decline by more than 10 percent below the historical average. This drying trend is caused by an apparent decline in the frequency of rain and snowfall. Even in projections with relatively small or no declines in precipitation, central and southern parts of the state can be expected to be drier from the warming effects alone—the spring snowpack will melt sooner, and the moisture in soils will evaporate during long dry summer months (CCCC 2012).
- Wildfire Risks.** Earlier snowmelt, higher temperatures, and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate related changes in vegetation and ignition potential from lightning. Human activities will continue to be the biggest factor in ignition risk. The number of large fires statewide is estimated to increase from 58 percent to 128 percent above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57 percent to 169 percent, depending on location (CCCC 2012).

- **Health Impacts.** Many of the gravest threats to public health in California stem from the increase of extreme conditions, principally more frequent, more intense, and longer heat waves. Particular concern centers on the increasing tendency for multiple hot days in succession and heat waves occurring simultaneously in several regions throughout the state. Public health could also be affected by climate change impacts on air quality, food production, the amount and quality of water supplies, energy pricing and availability, and the spread of infectious diseases. Higher temperatures also increase ground-level ozone levels. Furthermore, wildfires can increase particulate air pollution in the major air basins of California (CCCC 2012).
- **Increase Energy Demand.** Increases in average temperature and higher frequency of extreme heat events combined with new residential development across the state will drive up the demand for cooling in the increasingly hot and longer summer season and decrease demand for heating in the cooler season. Warmer, drier summers also increase system losses at natural gas plants (reduced efficiency in the electricity generation process at higher temperatures) and hydropower plants (lower reservoir levels). Transmission of electricity will also be affected by climate change. Transmission lines lose 7 percent to 8 percent of transmitting capacity in high temperatures while needing to transport greater loads. This means that more electricity needs to be produced to make up for the loss in capacity and the growing demand (CCCC 2012).

### 3.6.1.5 Existing Conditions

The vast majority of Los Angeles County's GHG emissions comes from the combustion of fossil fuels (including gasoline, diesel, and natural gas) in the processes used to propel motor vehicles, generate electric power, and produce heat and hot water for buildings and facilities. Sixty-two percent of GHG emissions in unincorporated areas come from the transportation sector, and most transportation emissions come from passenger vehicles that include cars and light trucks. Another 30 percent of GHG emissions is tied to energy use in buildings and facilities, including power plants, business, and homes. The remaining greenhouse gasses come from industry (product use), agriculture, and waste (Los Angeles County 2021).

The FFTOD Specific Plan Area currently generates direct and indirect GHG emissions from vehicle trips, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used, consumer products, coatings), water/wastewater generation, and waste disposal.

## 3.6.2 Regulatory Setting

This section describes the federal, state, and local regulations applicable to GHG emissions.

### 3.6.2.1 Federal Laws

The U.S. Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not themselves impose any emission reduction requirements, but

allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (EPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons, perfluorocarbons, and SF<sub>6</sub>—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world.

### **U.S. Mandatory Report Rule for GHGs**

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO<sub>2</sub>e per year are required to submit an annual report.

### **Corporate Average Fuel Economy Standards**

The current Corporate Average Fuel Economy standards (for model years 2011–2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in 2012 for model years 2017–2025 that will require a fleet average of 54.5 miles per gallon in 2025. However, the EPA is reexamining the 2017–2025 emissions standards. However, on April 2, 2018, EPA issued a Mid-term Evaluation Final Determination, which finds that the model year 2022 through 2025 emissions standards are not appropriate and should be revised. This Mid-term Evaluation is not a final agency action; rather, this determination led to the rule making of the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule (EPA 2018).

In September 2019, the National Highway Traffic Safety Agency (NHTSA) and the EPA published the SAFE Vehicles Rule Part One: One National Program. The SAFE Part One Rule revokes California's authority and vehicle waiver to set its own emissions standards and set zero emission vehicle mandates in California for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026. On March 31, 2020, the EPA and NHTSA issued the second part of the proposed SAFE Vehicles Rule. This final rule became effective on June 29, 2020. The Final SAFE Rule relaxed the federal GHG emissions and fuel economy standards to increase in stringency at only about 1.5 percent per year from model year 2020 levels over model years 2021–2026. The previously established emission standards and related "augural" fuel economy standards would have achieved about 5 percent per year improvements through model year 2025 (NHTSA 2020). During the period the federal action is in effect, the California Air Resources Board (CARB) will administer the affected portions of its program on a voluntary basis. On January 20, 2021, President Biden signed an Executive Order directing consideration of labor unions, States, and industry views to propose suspension, revision, or rescindment of the SAFE Vehicles Rule (The White House 2021).

## **EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)**

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new stationary sources such as power plants, refineries, and other large sources of emissions. In 2015, EPA issued final regulations to limit GHG emissions from new fossil fuel-fired utility boilers and from natural gas-fired stationary combustion turbines. Those emission limits remain in place today. In 2018, EPA proposed to amend the limits for newly constructed coal-fired units. EPA did not propose to amend the standards of performance for newly constructed or reconstructed stationary combustion turbines. In January 2021, EPA issued a final rule for determining when standards are appropriate for GHG emissions from stationary source categories under Clean Air Act section 111(b)(1)(A). EPA did not take final action to revise the 2015 final rule. On March 17, 2021, in line with President Biden's Executive Order 13990 on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis," EPA asked the D.C. Circuit to vacate and remand the "significant contribution" final rule. The rule was promulgated without public notice or opportunity to comment. On April 5, 2021, the D.C. Circuit vacated and remanded the January 2021 final rule.

### **3.6.2.2 State**

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act.

#### **Executive Order S-03-05**

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

The statewide GHG emissions in 2000 were approximately 466 MMT CO<sub>2</sub>e (CARB 2014). In 2010, overall statewide GHG emissions were approximately 453 MMT CO<sub>2</sub>e, exceeding the 2010 goal established by Executive Order S-3-05 (CARB 2014).

#### **Assembly Bill 32, the Global Warming Solutions Act (2006)**

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in the Global Warming Solutions Act. Assembly Bill (AB) 32 was passed by the California State Legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-03-05.

#### **Executive Order B-30-15**

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions within the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for



2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy, Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

### **Senate Bill 32 and Assembly Bill 197**

In September 2016, Governor Brown signed Senate Bill 32 and Assembly Bill 197 into law, making the Executive Order goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

### **CARB 2017 Climate Change Scoping Plan**

Executive Order B-30-15 and Senate Bill (SB) 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. In November 2017, CARB released the 2017 Climate Change Scoping Plan, which establishes a framework of action for California to reduce statewide emissions by 40 percent by 2030, compared to 1990 levels (CARB 2017b). The 2017 Scoping Plan builds upon the framework established by the 2008 Scoping Plan and the 2014 Scoping Plan Update, while also identifying new, technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets. The 2017 Scoping Plan establishes a new emissions limit of 260 MMT CO<sub>2e</sub> for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017).

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero emission vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically situated adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero emission buses and trucks
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030)
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030
- California Sustainable Freight Action Plan, which improves freight system efficiency, uses near-zero emissions technology, and deployment of zero emission trucks
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030

- Continued implementation of SB 375
- Post-2020 Cap-and-Trade Program that includes declining caps
- 20 percent reduction in GHG emissions from refineries by 2030<sup>3</sup>
- Development of a Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink

In addition to the statewide strategies listed above, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the state’s long-term GHG reduction goals and identified local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 MTCO<sub>2e</sub> or less per capita by 2030 and 2 MTCO<sub>2e</sub> or less per capita by 2050. For California Environmental Quality Act (CEQA) projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds—consistent with the Scoping Plan and the state’s long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and mitigation measures that avoid or minimize project emissions to the degree feasible, or a performance-based metric using a climate action plan or other plan to reduce GHG emissions as appropriate (CARB 2017).

### **Southern California Association of Governments Regional Transportation Plan and Sustainable Communities Strategy and Regional Transportation Improvement Program**

The Southern California Association of Governments (SCAG) develops the Regional Transportation Plan (RTP), which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura counties. SB 375 was enacted to reduce GHG emissions from motor vehicles and light trucks through integrated transportation, land use, housing and environmental planning. Under the law, SCAG is tasked with developing a Sustainable Communities Strategy (SCS), an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The Regional Transportation Improvement Programs, also prepared by SCAG based on the RTP, lists all of the regional funded/programmed improvements within the next 5 to 7 years. To qualify for CEQA streamlining benefits under SB 375, a project must be consistent with the RTP/SCS.

The 2020–2045 RTP/SCS, also known as Connect SoCal, is a long-range visioning plan that builds on and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a

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<sup>3</sup> The plan includes policies to require direct GHG reductions at some of the state’s largest stationary sources and mobile sources in accordance with AB 197. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources.

more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020). The SCAG Regional Council adopted Connect SoCal on September 3, 2020.

### **Assembly Bill 1493**

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the Corporate Average Fuel Economy standards under Federal Laws, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. However, as described above, the SAFE Part One Rule revoked California's authority and vehicle waiver to set its own emissions standards and set zero emission vehicle mandates in California for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026. During the period the federal action is in effect, the CARB will administer the affected portions of its program on a voluntary basis. On January 20, 2021, President Biden signed an Executive Order directing consideration of labor unions, States, and industry views to propose suspension, revision, or rescindment of the SAFE Vehicles Rule (The White House 2021).

### **Executive Order S-01-07**

On January 18, 2007, the state set a new low carbon fuel standard (LCFS) for transportation fuels sold within the state. Executive Order S-01-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

### **Senate Bills 1078, 107, X1-2, and Executive Order S-14-08**

A major component of California's Renewable Energy Program is the RPS established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SBX1-2). Renewable

sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.

### **Senate Bill 350**

Senate Bill 350 (de Leon), was signed into law September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

### **Executive Order B-16-2012**

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions from the transportation sector 80 percent below 1990 levels.

### **California Building Code: Building Energy Efficiency Standards**

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2016 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards, which went into effect on January 1, 2020.

The 2019 Standards continues to improve upon the previous 2016 Standards for new construction of and additions and alterations to residential and nonresidential buildings. Under the 2019 Standards, residential and nonresidential buildings are 53 and 30 percent more energy efficient than the 2016 Standards, respectively (CEC 2018).

### **California Building Code: CALGreen**

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation,

and internal air contaminants.<sup>4</sup> The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2019. The 2019 Standards became effective on January 1, 2020.

### **2006 Appliance Efficiency Regulations**

The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and nonfederally regulated appliances. Though these regulations are now often viewed as “business as usual,” they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

### **Solid Waste Regulations**

California’s Integrated Waste Management Act of 1989 (AB 939, Public Resources Code Section 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code Section 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

Section 5.408 of the 2013 California Green Building Standards Code also requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

In October of 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

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<sup>4</sup> The green building standards became mandatory in the 2010 edition of the code.

## Water Efficiency Regulations

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SBX7-7.” SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

### 3.6.2.3 Local

#### Los Angeles County General Plan

The General Plan guides growth countywide through goals, policies, and programs that discourage sprawling development patterns; protect areas with hazard, environment and resource constraints; encourage infill development in areas near transit, services and existing infrastructure; and make a strong commitment to ensuring sufficient services and infrastructure. It also lays the foundation for future community-based planning initiatives that will identify additional opportunities for accommodating growth. The General Plan includes the following climate change-related policies:

- **Policy AQ 3.1:** Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that Los Angeles County reaches its climate change and greenhouse gas emission reduction goals
- **Policy AQ 3.3:** Reduce water consumption in Los Angeles County operations
- **Policy AQ 3.5:** Encourage energy conservation in new development and municipal operations
- **Policy AQ 3.6:** Support rooftop solar facilities on new and existing buildings

#### Los Angeles County Community Climate Action Plan

Los Angeles County prepared a Final Unincorporated Los Angeles County Community Climate Action Plan 2020 (CCAP). The CCAP was adopted as part of the Los Angeles County General Plan 2035 on October 6, 2015. The plan addressed Los Angeles County’s local GHG reduction goals for 2020 pursuant to AB 32. The purpose of the CCAP is to: 1) establish a baseline emissions inventory and reduction needed to meet Los Angeles County goals; 2) identify specific actions that will measurably reduce GHG emissions consistent with AB 32; 3) establish a framework for implementing state and local level actions; and 4) provide a mechanism for ongoing tracking and updates to the CCAP.

As part of the CCAP, Los Angeles County identified a GHG reduction target of at least 11 percent below 2010 levels by 2020. The CCAP identified 26 local actions to reduce community-wide GHG reductions in 2020 to reach the GHG reduction goal for the unincorporated areas of Los Angeles County (unincorporated areas). As identified in the CCAP, the community and statewide actions would reduce GHG emissions in the unincorporated areas by more than 1.95 MMT CO<sub>2</sub>e. This CCAP expired in 2020 and is in the process of being updated as described below.

### **Los Angeles County Climate Action Plan (In Progress)**

Los Angeles County adopted the 2020 Community Climate Action Plan (CCAP), which describes Los Angeles County's plan to reduce the impacts of climate change by reducing GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020. Los Angeles County's existing CCAP document was adopted by the Board of Supervisors in 2015 as a component of the Los Angeles County General Plan 2035; it expired in 2020 and will be replaced by the Los Angeles County Climate Action Plan (CAP). The Los Angeles County CAP will tie together existing climate change initiatives and provide a blueprint for deep carbon reductions. Through this updated CAP, Los Angeles County is targeting carbon neutrality by 2045 in unincorporated Los Angeles County.

The Los Angeles County CAP will outline actions that Los Angeles County plans to take to reduce GHG emissions and adapt to a changing climate in unincorporated areas. The Los Angeles County CAP will include a GHG inventory and a roadmap for addressing emissions from stationary energy (used by buildings and other facilities), transportation, waste, industrial, agricultural, and land use sectors. Mitigation measures identified in the plan will also yield community co-benefits, including improvements in air quality, public health, mobility, and resilience.

### **3.6.3 Methodology**

This GHG emissions evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur in conjunction with the project. The South Coast Air Quality Management District (SCAQMD) has published guidelines that are intended to provide local governments with guidance for analyzing and mitigating environmental impacts and which were used in this analysis. Modeling of GHG was conducted using CalEEMod, version 2020.4.0. Industrial sources of emissions that require a permit from SCAQMD (permitted sources) are not included in the FFTOD Specific Plan community inventory because they have separate emission reduction requirements. GHG modeling is provided in Appendix B.

The analysis in this section is based on buildout of the proposed project as modeled using CalEEMod, version 2020.4.0, for the following sectors:

- **Transportation**—On-road transportation sources are based on trip generation rates and VMT provided by Fehr and Peers (see Appendix B).
- **Energy Use**—Electricity and natural gas use is based on the rates identified in the most recent version of CalEEMod version 2020.4.0, which includes updated carbon intensity for Southern California Edison's electricity and incorporation of the 2019 Building Energy Efficiency Standards.
- **Water/Wastewater**—GHG emissions from this sector are associated with the embodied energy used to supply water, treat water, distribute water, and then treat wastewater and

fugitive GHG emissions from wastewater treatment. Emissions are based on wastewater consumption defaults in CalEEMod.

- Solid Waste Disposal—Indirect emissions from waste generation are based on the solid waste generation rates provided by CalEEMod defaults, which are based on annual waste disposal rates identified by CalRecycle.
- Area Sources—GHG emissions from this sector are from use of landscaping equipment used for property maintenance and consumer products (e.g., cleaning supplies).
- Construction—GHG emissions are from construction-related vehicle and equipment use are based on a worst-case emissions scenario for buildout of the FFTOD Specific Plan. Because there is no defined development schedule for these future projects at this time, the maximum daily emissions are based on a very conservative scenario, where 25 percent of all land uses within the FFTOD Specific Plan Area could be developed within the earliest possible construction year (2022). Due to the size of the FFTOD Specific Plan Area and variability of land uses, as well as the uncertainty of the construction timing, it was assumed that different types of construction activities (e.g., site preparation, grading, paving, building construction, and application of architectural coatings) could occur simultaneously at various locations in the FFTOD Specific Plan Area.

### 3.6.3.1 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist, the project would have a significant impact on GHG emissions if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs

As stated in the CEQA Guidelines, these questions are “intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance” (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, VII Greenhouse Gas Emissions). The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the Guidelines allow lead agencies to develop their own significance threshold and/or to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

Section 15064.4 of the CEQA Guidelines includes the following requirements for determining the significance of impacts from GHG emissions:

- (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:



- (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
- (2) Rely on a qualitative analysis or performance-based standards.

Typically, the lead agency adopts the thresholds of the air district which has jurisdiction over a project. While SCAQMD has issued proposed standards and guidelines, there is no adopted state or local standard for determining the cumulative significance of the proposed Specific Plan's GHG emissions. Additionally, SCAQMD has proposed, but not adopted, a 3,000 MT/year CO<sub>2</sub>e threshold for mixed-use developments, a 3,500 MT/year CO<sub>2</sub>e threshold for residential developments, and a 1,400 MT/year CO<sub>2</sub>e threshold for commercial developments. As an alternative to the aforementioned proposed thresholds for residential, commercial, and mixed-use developments, SCAQMD has also recommended the use of a single numerical threshold of 3,000 MTCO<sub>2</sub>e/year for all non-industrial projects (SCAQMD 2010). These thresholds were developed for individual land use projects and are not effective for larger projects such as specific plans.

As stated above, for larger projects that do not meet any of the above screening thresholds, the SCAQMD has proposed efficiency thresholds for planning level documents of 6.6 MT CO<sub>2</sub>e per service population (SP) annually for 2020, and 4.1 MT CO<sub>2</sub>e per SP annually for 2035. However, these SCAQMD thresholds have not been formally adopted and were based on dividing the statewide GHG emissions target goal (from applicable land use sectors) by the estimated 2020 population and employment, thereby determining the level of GHG efficiency for projects that would achieve the goals of AB 32. Implementation of the FFTOD Specific Plan would begin post-2020; therefore, emissions associated with development of the FFTOD Specific Plan should also be analyzed in the SB 32 statewide framework (which established a 2030 GHG emissions reduction target of 40% below 1990 levels). The SCAQMD has not proposed a service population efficiency metric or threshold of significance consistent with SB 32 goals. To provide this additional information to put the project-generated GHG emissions in the appropriate statewide context, this analysis updates the service population threshold that would meet the State's 2030 and 2050 emissions targets.

As such, this analysis relies on the FFTOD Specific Plan's ability to demonstrate consistency with California's GHG emissions reduction goals as a threshold for determining significance with regard to determining if the project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. AB 32 and SB 32 demonstrate California's commitment to reducing GHG emissions and the state's associated contribution to climate change, without intending to limit population or economic growth within the state. Table 3.6-3 shows California's 2020, 2030, and 2050 emissions targets based on the approved 1990 limit of 431 MMT CO<sub>2</sub>e.

**Table 3.6-3: Statewide Emissions Inventory and Reduction Targets**

	1990	2020	2030	2050
Statewide Emissions Targets (MMT CO <sub>2</sub> e)	431.0 <sup>1</sup>	431.0 <sup>1</sup>	258.6 <sup>2</sup>	86.2 <sup>3</sup>
Amount below 1990 Levels	0%	0%	40%	80%

Note: MMT CO<sub>2</sub>e = million metric tons of carbon dioxide equivalent

<sup>1</sup> California 1990 Greenhouse Gas Emissions Level and 2020 Limit, ARB:

<http://www.arb.ca.gov/cc/inventory/1990level/1990level.htm>

<sup>2</sup> 40% below 1990 levels (i.e., 2020 target levels) per SB 32

<sup>3</sup> 80% below 1990 levels (i.e., 2020 target levels) per Executive Order S-3-05

To achieve the goals of AB 32 and SB 32, which are tied to statewide GHG emission levels of a specific benchmark year (i.e., 1990), California would have to achieve a lower rate of emissions per unit of population (per person) and/or per level of economic activity (e.g., per job) than its current rate. The “per capita” or “per service population” metrics represent the rates of emissions needed to achieve a fair share of California’s emission reduction mandate.<sup>5</sup> Fair share indicates the level of GHG efficiency that, if applied statewide or to a defined geographic area, such as the FFTOD Specific Plan Area, would meet the state’s emissions targets for 2030 and future years.

For this reason, land uses need to be GHG “efficient” to attain AB 32 and SB 32 goals while also accommodating population and job growth. Therefore, this analysis focuses on the annual GHG emissions for the FFTOD Specific Plan Area per service population (annual GHG emissions divided by the service population), where service population is the number of FFTOD Specific Plan residents plus the number of FFTOD Specific Plan employees.<sup>6</sup>

To develop the service-population-based efficiency threshold for the FFTOD Specific Plan, land use-related sectors in California’s 1990 GHG Emissions Inventory were identified and GHG emissions were separated to tailor the inventory to emission sources that are relevant to the FFTOD Specific Plan proposed land uses. This exercise was completed to identify the emissions sources over which Los Angeles County can have some influence through planning and development approval. For example, it would be infeasible for Los Angeles County to develop emissions strategies that address the full scope of statewide emissions. Emissions sources not within the FFTOD Specific Plan are not included in the development of the GHG efficiency threshold. For example, this approach excludes emissions associated with agriculture, mining, ships and commercial boats, and other emissions sources not associated with FFTOD Specific Plan activities.

Tailoring the reduction target to the specific local context speaks to the direction from the California Supreme Court’s 2015 decision in *Center for Biological Diversity v. California Department of Fish and Wildlife*,<sup>7</sup> commonly referred to as “Newhall Ranch.” In Newhall Ranch, the Court indicated that the use of a state-legislation–based significance threshold could be acceptable, so long as the administrative record supports how this threshold is appropriate for a

<sup>5</sup> Per-capita emissions are total emissions divided by the residential population of the proposed project or plan. Per-service population emissions are total emissions divided by the residential population plus the employment accommodated by the project or plan.

<sup>6</sup> The service population associated with the net new development under the FFTOD Specific Plan is estimated to be 37,441 in 2035.

<sup>7</sup> 62 Cal. 4th 204.

specific project at a specific location. The following tables and paragraphs provide further detail on tailoring state guidance to local conditions.

If the FFTOD Specific Plan emissions per service population are less than the efficiency threshold, the impact would be less than cumulatively considerable for the target years. A revised version of the 1990 statewide emissions (Table 3.6-3) that includes only the sectors and subsectors relevant to the FFTOD Specific Plan is provided in Table 3.6-4.

**Table 3.6-4: Adjusted Statewide Emissions Inventory—Land Use-Related Sectors**

Main Sector / Sub Sector Level 1	Total Emissions (MMT CO <sub>2</sub> e/yr) <sup>1</sup>	Adjusted Land Use-Related Emissions (MMT CO <sub>2</sub> e/yr)	Notes/Adjustments
Agriculture & Forestry	18.9	0.0	Not included in land use sector
Commercial	14.4	13.9	Excludes National Security emissions
Electricity Generation (Imports)	61.5	61.5	Land use sector includes all emissions
Electricity Generation (In State)	49.0	34.4	Excludes CHP: Industrial
Industrial	105.3	11.7	Industrial emissions excluded from land use sector, except as described in sub sectors below
<i>CHP: Industrial</i>	9.7	0.0	Not included, included CHP in electricity generation and commercial sector
<i>Flaring</i>	0.1	0.0	
<i>Landfills</i>	7.4	7.4	
<i>Manufacturing</i>	32.1	0.7	Construction emissions included in land use sector
<i>Mining</i>	0.0	0.0	
<i>Not Specified</i>	2.7	0.0	
<i>Oil &amp; Gas Extraction</i>	14.8	0.0	
<i>Petroleum Marketing</i>	0.0	0.0	
<i>Petroleum Refining</i>	32.8	0.0	
<i>Pipelines</i>	1.9	0.0	
<i>Wastewater Treatment</i>	3.6	3.6	Waste water treatment emissions are included in community-wide GHG inventory
Not Specified	1.3	1.3	Land use sector includes all emissions
Residential	29.7	29.7	Land use sector includes all emissions
Transportation	150.6	140.9	Excludes Aviation, Rail, and Water-borne emissions
<b>Total</b>	<b>431.0</b>	<b>293.5</b>	

Notes:

CHP = combined heat and power

Sectors/sub sectors may not sum exactly due to rounding

<sup>1</sup> California 1990 Greenhouse Gas Emissions Level and 2020 Limit, ARB:

<http://www.arb.ca.gov/cc/inventory/1990level/1990level.htm>

The statewide inventory was tailored to emissions sources that are relevant to the FFTOD Specific Plan so that emissions in future years can be compared with California's own targets for the relevant land uses—namely, for 2030, under SB 32; and for 2050, under Executive Order S-3-05. After culling the emissions sources to those that are relevant for the FFTOD Specific Plan, the second step is developing an appropriate “rate” of emissions. In this case, because the FFTOD Specific Plan would have both a residential component and an employment component, “service population” was the selected metric used to convert mass emissions to a rate of emissions.

California has mass emissions targets for future years. State agencies also forecast future residential population and employment for future years. If one simply divides the mass emissions target by the total residential population and employment, this yields emissions “budget” per population plus employment that is consistent with state GHG goals. If a project or plan has a rate of GHG emissions per service population that is equal to, or less than the state's GHG rate for future years, then that project or plan can demonstrate consistency with the state's GHG goals. In this case, if the FFTOD Specific Plan's emissions rates are consistent with the state's goals, it can be concluded that implementation of the FFTOD Specific Plan would make substantial progress toward the state's 2030 goals and set a trajectory that is consistent with the state's 2050 goal. The application of an efficiency-based metric as is described herein is consistent with the discussion in CARB's 2017 Scoping Plan (ARB 2017) of the importance of GHG efficiency in land use planning. The 2017 Scoping Plan provides the following guidance on the application of an efficiency-based metric:

Since the statewide per capita targets are based on the statewide GHG emissions inventory that includes all emissions sectors in the State, it is appropriate for local jurisdictions to derive evidence-based on local per capita goals based on local emissions sectors and population projections that are consistent with the framework used to develop the statewide per capita targets. The resulting GHG emissions trajectory should show a downward trend consistent with the statewide objectives.

Thus, future development would have to improve efficiency to be consistent with the goals SB 32 and Executive Order S-3-05.

The estimated statewide land use-related GHG emissions per service population target in 2035 are provided in Table 3.6-5. The 2035 GHG emissions target for the FFTOD Specific Plan was selected to coincide with the 2035 planning horizon of the FFTOD Specific Plan, and represents a linear extrapolation between the state's 2030 and 2050 targets. The 2035 efficiency target was derived using the state targets for 2030, under SB 32, and for 2050, under Executive Order S-3-05. Therefore, meeting the 2035 efficiency target would demonstrate a downward GHG emissions trajectory and progress consistent with statewide goals, including the statewide 2050 goal.

**Table 3.6-5: Local Service Population Efficiency Target<sup>1</sup>**

	2035
Emissions Targets (MT CO <sub>2</sub> e/yr)	146,735,783
Population <sup>2</sup>	42,718,403
Employment <sup>3</sup>	19,575,042
Service Population (SP)	62,293,445
Emissions per Service Population (MT CO <sub>2</sub> e/SP)	2.36

Note:

MT CO<sub>2</sub>e = million metric tons of carbon dioxide equivalent; Service population defined as the sum of population and employees.

Sources:

<sup>1</sup> Based on FFTOD Specific Plan-specific land uses

<sup>2</sup> California Department of Finance 2021.

<sup>3</sup> California Employment Development Department 2020. Long Term Projections 2018-2028

<https://www.labormarketinfo.edd.ca.gov/data/employment-projections.html>. 2035 Data is extrapolated based upon Employment to Population Ratio for 2028, and assumes consistent ratio. Sorted to remove jobs from: 11-9013 Farmers, Ranchers, and Other Agricultural Managers; 19-4041 Geological and Petroleum Technicians; 19-4093 Forest and Conservation Technicians; 45-000 Farming, Fishing, and Forestry Occupations; 47-5000 Extraction Workers; 49-3011 Aircraft Mechanics and Service Technicians; 49-3041 Farm Equipment Mechanics and Service Technicians; 49-9041 Industrial Machinery Mechanics; 49-9043 Maintenance Workers, Machinery; 49-9044 Millwrights; 51-0000 Production Occupations; 53-2000 Air Transportation Workers; 53-4000 Rail Transportation Workers; and 53-5000 Water Transportation Workers.

After 2035, it is projected that GHG emissions will continue to decrease due to a mix of voluntary, incentive-based, and regulatory actions. However, as noted in *Cleveland National Forest Foundation, et al. v. San Diego Association of Governments (SANDAG) (2017)*,<sup>8</sup> SANDAG has concluded that “there are presently no reliable means of forecasting how future technological developments or state legislative actions to reduce greenhouse gas emissions may affect future emissions in any one planning jurisdiction...lead agencies can only guess how future technical developments or state (or federal or international) actions may affect emissions from the myriad of sources beyond their control.” As noted by the Court in this decision, “CEQA does not require analysis of potential impacts from possible future development that are too speculative to evaluate.” The Court determined in this case that SANDAG did not abuse its discretion in declining to adopt a 2050 reduction goal.

Construction activities associated with buildout of the FFTOD Specific Plan would also generate GHG emissions from the use of construction equipment, haul trucks, and worker vehicles. The SCAQMD has not adopted thresholds for evaluating GHG emissions from construction activities. Direct comparison of construction GHG emissions with long-term thresholds would not be appropriate because these emissions cease on completion of construction. The SCAQMD recommends that construction emissions associated with a project be amortized over the life of the project (typically assumed to be 30 years). Therefore, this analysis includes a quantification of the total construction-related GHG emissions (which includes the worst-case assumption that 25 percent of all land uses would be constructed in a single year and is multiplied by 4 to estimate total construction-related emissions). Those emissions are then amortized over the life of the project (assumed to be 30 years) and added to the operational emissions associated with the project

<sup>8</sup> 3 Cal.5th 497, 517

for comparison with the threshold of 2.36 MT CO<sub>2</sub>e per SP designed for this analysis and provided in Table 3.6-5.

### 3.6.4 Environmental Impacts

**GHG-1:** *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Implementation of the FFTOD Specific Plan would contribute to global climate change through direct and indirect emissions of GHG from construction and operation of the land uses within the FFTOD Specific Plan Area. Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust-related GHG emissions. As described previously, GHG emissions from construction activities are amortized into the operational phase GHG emissions inventory to account for one-time emissions from construction in accordance with SCAQMD methodology.

After construction, day-to-day activities associated with operation of the project would generate emissions from a variety of sources. The analysis estimated operational GHG emissions from sources such as mobile, electricity and natural gas, solid waste, water and wastewater, and area-source emissions associated with implementation of the FFTOD Specific Plan. Buildout of the FFTOD Specific Plan would result in 12,110 dwelling units and approximately 1,183,013 nonresidential square feet. Buildout of the FFTOD Specific Plan is not linked to a specific development time frame, but the horizon year for the Project is 2035 (build out assumed over approximately 15 years).

The amortized construction-related, total and net increase of GHG emissions that are associated with the buildout of the FFTOD Specific Plan are provided in Table 3.6-6. Operation of the FFTOD Specific Plan would result in a net increase of 95,613 MT CO<sub>2</sub>e per year at buildout of the project. As shown in the table, the FFTOD Specific Plan would exceed the local service population efficiency 2035 target of 2.36 MT CO<sub>2</sub>e.

**Table 3.6-6: FFTOD Specific Plan Net New GHG Emissions**

Source/Category	GHG Emissions (MT CO <sub>2</sub> e)
Amortized Construction	865
Area	13,248
Energy	18,076
Mobile	55,278
Waste	3,726
Water	4,420
<b>Total Net New GHG Emissions</b>	<b>95,613</b>
<b>Net Emissions Per Service Population (MT CO<sub>2</sub>e/SP)<sup>1</sup></b>	<b>2.55</b>
2035 Efficiency Threshold (MT CO <sub>2</sub> e/SP)	2.36
<b>Exceeds Threshold?</b>	Yes

Notes: Estimated by AECOM in 2021. Additional details provided in Appendix B. Totals may not add due to rounding.

<sup>1</sup>Net emissions per service population calculated by dividing the net new emissions associated with buildout of the FFTOD Specific Plan by the number of employees and residents within the Specific Plan. The net new service population associated with the net new development under the FFTOD Specific Plan is approximately 37,441.

MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent; SP = service population; GHG = greenhouse gas

As shown in the table, the FFTOD Specific Plan would exceed the local service population efficiency 2035 target of 2.36 MT CO<sub>2</sub>e. Therefore, the FFTOD Specific Plan's cumulative contribution to the long-term GHG emissions in the state would be considered potentially significant.

**GHG-2:** *Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, SCAG's 2020–2045 RTP/SCS, and the Los Angeles County CCAP. A consistency analysis with these plans is presented below:

#### **3.6.4.1 CARB Scoping Plan**

In accordance with AB 32, CARB developed the 2008 Scoping Plan to outline the state's strategy established by AB 32, which is to return to the state's GHG emissions inventory to 1990 levels by year 2020. In September 2016, SB 32 was signed into law, requiring the state's GHG emissions to return to 40 percent below 1990 levels by 2030. Executive Order B-30-15 and SB 32 require CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. In November 2017, CARB adopted the 2017 Climate Change Scoping Plan to address the new interim GHG emissions target under Senate Bill 32.

The FFTOD Specific Plan and its objectives would directly support the goals of AB 32 and SB 32. For example, the State's 2017 Scoping Plan update includes VMT reduction goals that call for promotion of land use and community design that reduce VMT, transit-oriented development, and complete street design policies that prioritize transit, biking, and walking. As discussed in Section 3.14, Transportation, the FFTOD Specific Plan scenario would have an average daily VMT per service population that is 33 percent below the 2020 South County Baseline.

In addition, the FFTOD Specific Plan would comply with the most current Building Energy Efficiency Standards and CALGreen requirements. The CALGreen requirements include mandatory measures for all new building construction, which would result in energy conservation, and make a major contribution in meeting the State's goals established by AB 32 and SB 32 for reduction in GHG emissions. Further, future buildings constructed over the lifetime of the project would be subject to the future triannual updates to the Building and Energy Efficiency Standards, which will ultimately require zero net energy construction. Therefore, implementation of the FFTOD Specific Plan would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant.

#### **3.6.4.2 Connect SoCal, the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy**

The FFTOD Specific Plan would be consistent with SCAG's regional goals of providing infill housing, improving the jobs-housing balance, and integrating land uses near major transportation corridors. Building upon the recommendations of the RTP/SCS, the intent of the FFTOD Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone community that would provide more opportunities for affordable housing, encourage transit oriented development, promote active transportation, improve access to transit, reduce VMTs, and streamline the environmental review of future development projects. The FFTOD Specific Plan

includes Guiding Principles and Concepts for each station and that serve as criteria for decision making. The proposed zones in the FFTOD Specific Plan Area along with the proposed Guiding Principles and Concepts are consistent with Los Angeles County policies and are provided to ensure land use designation compatibility and minimization of potential environmental impacts as build-out of the FFTOD Specific Plan occurs. The Guiding Principles for the community-wide transit oriented development and development concepts for each station are as follows:

### **Guiding Principles**

Guiding Principle 1: Promote pedestrian-friendly, active transit-oriented districts and corridors that support land uses that provide a variety of local services, employment, and housing.

Guiding Principle 2: Increase housing supply near transit that includes a variety of options for residents and families at different income levels.

Guiding Principle 3: Support a green community through enhanced streetscapes, a variety of publicly accessible open spaces, landscaping, and sustainability.

Guiding Principle 4: Encourage placemaking that embraces the vibrant culture of the community.

Guiding Principle 5: Support local jobs and opportunities through a variety of employment-generating uses.

Guiding Principle 6: Improve safety, connectivity, access, and ease of use for all modes of transportation.

Guiding Principle 7: Collaborate to promote equitable outcomes and inclusive economic development.

Guiding Principle 8: Collaborate with other local and regional entities to implement plan objectives efficiently and comprehensively.

### **Community-Wide Transit Oriented Development Concepts**

- Focus mixed use zoning (mix of services and homes) around Metro stations to activate those areas
- Support the Metro Rail-to-River corridor and future West Santa Ana Branch light rail extension through Slauson Station improvements
- Enhance and expand the public realm through setbacks that expand the sidewalk, pedestrian crossing upgrades, and bicycle facility upgrades
- Blend new development with existing neighborhoods through massing and setback requirements
- Combine improvements in sidewalks, bicycle facilities, and setback conditions to create active transit corridors that make accessing stations easier



### **Slauson Station Concept**

- Focus the highest densities, to enable more homes, businesses, and services, in walking distance of the Slauson Station
- Enhance pedestrian access with wayfinding and improved street crossings
- Formalize the pathway to the station from 60th Street
- Extend mixed use corridors to Compton Avenue and Homes Avenue to create a connected transit oriented development area around the station

### **Florence Station Concept**

- Reinforce and enhance the “Florence Mile” as an active mixed-use corridor and central destination for the community
- Blend new homes and services with the neighborhood context
- Improve station access with a new pedestrian bridge and upgraded street crossing
- Scale infill development for a variety of housing options to support family-oriented neighborhoods

### **Firestone Station Concept**

- Preserve the character and stability of the residential neighborhoods
- Maintain existing neighborhood density while increasing opportunities for accessory dwelling units and duplex housing options
- Allow neighborhood-scaled mixed use along the Firestone and Compton corridors
- Improve pedestrian station access through upgrading of the rail undercrossing

Mobility is an important component of sustainability and integrated planning in Connect SoCal. The FFTOD Specific Plan would be consistent with the policy framework and goals of Connect SoCal. The overall goals of Connect SoCal are to:

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase people and goods movement and travel choices in the transportation system
5. Reduce GHG emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

The FFTOD Specific Plan would provide more opportunities for affordable housing, encourage transit oriented development, promote active transportation, improve access to transit, reduce vehicles miles traveled by cars, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of Connect SoCal. The

socioeconomic data associated with the land use changes proposed in the FFTOD Specific Plan Area include higher densities and more growth than is assumed in Connect SoCal (but is consistent with its goals for focusing higher-density development in transit-rich areas). As such, the FFTOD Specific Plan would be consistent with and would not conflict with SCAG's regional planning goals and policies.

In addition, the FFTOD Specific Plan includes strategies to create a multi-modal environment that responds to the needs for more efficient and balanced transportation systems. The recommended mobility infrastructure improvements identified support transit, pedestrian, and bicycle mobility, and improve parking conditions. Examples of these strategies include:

- Transit stop amenities improve the transit experience (e.g., shelters, benches, lighting, transit information, trash bins, bicycle racks, and public art)
- Installation of new signage and wayfinding
- Traffic calming measures such as curb extensions, speed bumps, raised crosswalks, traffic circles, and roundabouts help slow the speed of traffic, improve the pedestrian environment, and minimize safety concerns associated with cut-through traffic
- Adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street

As identified in Section 3.14, Transportation, the FFTOD Specific Plan scenario would have an average daily VMT per service population that is 33 percent below the 2020 South County Baseline. As such, the FFTOD Specific Plan would further expand the ability for residents and employees to walk, bicycle, and take transit to complete their necessary trips, resulting in greater VMT efficiency in terms of daily VMT per service population, which is consistent with regional goals to reduce passenger VMT. Therefore, the FFTOD Specific Plan would not interfere with SCAG's ability to implement the regional strategies outlined in the 2020-2045 RTP/SCS. No impact would occur and no programmatic mitigation measures are required.

### **Los Angeles County CCAP**

Los Angeles County adopted a CCAP on October 6, 2015. The CCAP identifies and evaluates feasible and effective policies to reduce GHG emissions in order to reduce energy costs, protect air quality, and improve the economy and the environment. Although the policies identified in the CCAP represent Los Angeles County's actions to achieve the GHG reduction targets of AB 32 for target year 2020 and is now being updated in a new CCAP, continued implementation of Los Angeles County's existing actions would continue to reduce GHG emissions in the future. A consistency analysis with the FFTOD Specific Plan to the applicable measures in the CCAP is provided in Table 3.6-7, Consistency with the Unincorporated Los Angeles County CCAP. As identified in the table, the FFTOD Specific Plan would be consistent with the measures in the CCAP. Therefore, the FFTOD Specific Plan would not conflict with the CCAP and impacts are considered less than significant.

**Table 3.6-7: Consistency with the Unincorporated Los Angeles County Community Climate Action Plan**

#	Applicable Measure	Consistency
BE-1	Green Building Development. Promote and incentivize at least Tier 1 voluntary standards within CALGreen for all new residential and nonresidential buildings. Develop a heat island reduction plan and facilitate green building development by removing regulatory and procedural barriers.	Consistent: The 2016 Building and Energy Efficiency Standards would be applicable to the FFTOD Specific Plan. Pursuant to the Los Angeles County’s Green Building Ordinance, nonresidential buildings over 25,000 square feet and residential buildings seven stories high and taller would be required to achieve the Tier 1 energy standards. New buildings would replace existing structures that were constructed prior to adoption of the California Building and Energy Efficiency Code; these newer facilities would achieve the latest Building and Energy Efficiency Standards (Title 24, Parts 6 and 11).
BE-3	Solar Installations. Promote and incentivize solar installations for new and existing homes, commercial buildings, carports and parking areas, water heaters, and warehouses.	Consistent: The current Building and Energy Efficiency Standards do not mandate that new homes have solar panels. However, they require that new buildings be constructed to accommodate the rooftop load and wiring necessary to support solar panels. In accordance with Executive Order B-30-15, approximately 50 percent of total energy demand in the state would be through renewable resources in order to achieve the 50 percent RPS goal by 2030.
LUT-1	Bicycle Programs and Supporting Facilities. Construct and improve bicycle infrastructure to increase biking and bicyclist access to transit and transit stations/hubs. Increase bicycle parking and “end-of-trip” facilities offered through the unincorporated County	Consistent: The FFTOD Specific Plan provides appropriate accommodations for pedestrian and bicycle facilities by developing sidewalk and intersection improvements and bicycle routes, including adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street, and implementing complete street strategies with traffic calming measures. The FFTOD Specific Plan includes various accommodations to improve pedestrian and bicycle facilities and comply with the Los Angeles County 2012 Bicycle Master Plan.
LUT-2	Pedestrian Network. Construct and improve pedestrian infrastructure to increase walking and pedestrian access to transit and transit stations/hubs. Program the construction of pedestrian projects toward the goal of completing 15,000 linear feet of new pedestrian improvements/amenities per year.	<p>Consistent: The purpose of the FFTOD Specific Plan is to implement infill development and redevelopment of the FFTOD Specific Plan Area to generate a mixed use community, where employment, housing, retail, and multi-modal mobility uses are developed in proximity to one another and to the existing Slauson, Florence, and Firestone stations. Consistent with this policy, the project would incorporate pedestrian-oriented circulation infrastructure (such as sidewalks and crossings), landscaping, wayfinding signage, street lighting, and street amenities along pedestrian and bicycle routes. Specifically, three major improvements have been identified to improve access to the Metro A Line Stations in the FFTOD Specific Plan Area (and to Roosevelt Park), with a focus on pedestrian accessibility:</p> <ul style="list-style-type: none"> <li>• Southern Slauson Station Access Point. Formalizing the informal pedestrian pathway leading from 60th Street to Slauson Avenue will connect the neighborhoods south of the Slauson Station to the station entrance. This pathway is already used as an informal access point to the station and provides a more direct path of travel to the station entrance.</li> <li>• Pedestrian Bridge at 76th Street. Replacement and reconstruction of the pedestrian bridge connecting the west side of the community at East 76th Street to Roosevelt Park at Graham Avenue would improve neighborhood pedestrian connectivity, access to community assets, and access to transit.</li> <li>• Florence Station and Firestone Station Access. At the Florence Station, the community suggested creation of a</li> </ul>

#	Applicable Measure	Consistency
		<p>second at-grade access point at the south end of the station to minimize out-of-direction travel to access the platform. At the Firestone Station, additional amenities under the elevated rail line would improve the pedestrian and transit rider experience.</p>
LUT-3	<p>Transit Expansion. Collaborate with the Los Angeles County Metropolitan Transportation Authority (Metro) on a transit program that prioritizes transit by creating bus priority lanes, improving transit facilities, reducing transit-passenger time, and providing bicycle parking near transit stations. Construct and improve bicycle, pedestrian and transit infrastructure to increase bicyclist and pedestrian access to transit and transit stations/hubs.</p>	<p>Consistent: The FFTOD Specific Plan recognizes that station access is a key element in successful transit oriented design station area planning and has identified strategies that focuses on improving accessibility during the first and last miles of a transit rider’s journey. These strategies include streetscape improvements, bicycle and pedestrian infrastructure improvements, and signage and wayfinding improvements.</p>
LUT-4	<p>Travel Demand Management. Encourage ride- and bike- sharing programs and employer sponsored vanpools and shuttles. Encourage market-based bike sharing programs that support bicycle use around and between transit stations/hubs. Implement marketing strategies to publicize these programs and reduce commute trips.</p>	<p>Consistent: Refer to responses to LUT-1 through LUT-3, above. The FFTOD Specific Plan includes sufficient parking to ensure the economic viability and success of the community, to provide parking in convenient locations to users, and to efficiently manage parking in a manner that supports a walkable and pedestrian-friendly environment. Considering the unique context of the Florence-Firestone community, which includes an older housing stock that may have fewer parking spaces per unit, a higher number of people per unit than Los Angeles County average, and concerns about rising cost of living that may induce displacement in the community, the FFTOD Specific Plan recommends a comprehensive parking study as the most immediate implementation action. Some initial ideas that will be explored further in the comprehensive parking study include in-lieu parking fees for projects having difficulty meeting parking requirements, flexible parking standards to set upper and lower limits, Los Angeles County-managed off-street parking structures and lots, on-street flex zones, EV carshare parking, and parking sensor technology. The implementation of these design strategies would facilitate transit use and reduce automobile dependence while addressing the needs of the Florence-Firestone community.</p>
LUT-5	<p>Car Sharing Program. Implement a car-sharing program to allow people to have on-demand access to a shared fleet of vehicles</p>	<p>Consistent: This measure is not directly applicable to the FFTOD Specific Plan. However, car-sharing services are available to residents, employees, and visitors in the FFTOD Specific Plan area (e.g., ZipCar), as are service-based vehicle programs (e.g., Uber, Lyft) The FFTOD Specific Plan would not conflict with this GHG reduction measure.</p>
LUT-6	<p>Land Use Design and Density. Promote sustainability in land use design, including diversity of urban and suburban developments.</p>	<p>Consistent: The FFTOD Specific Plan introduces mixed-use and higher density residential development within the FFTOD Specific Plan Area to encourage more pedestrian, bicycle, and transit activity. The FFTOD Specific Plan would accommodate mixed-use and higher density adjacent to Metro A Line Stations to lay the foundation for a more livable and sustainable community.</p>
LUT-7	<p>Transportation Signalization Program. Improve the network of traffic signals on the major streets throughout Los Angeles County.</p>	<p>Consistent: This measure is not directly applicable to the FFTOD Specific Plan. Los Angeles County maintains a TSSP to improve the network of traffic signals. The typical TSSP project involves upgrading all the traffic signals along a route to keep the signals synchronized, placing vehicle detectors in the pavement, coordinating the timing of the signals between successive intersections, and automatically adjusting the traffic signals to facilitate the movement of vehicles through the intersections. The FFTOD Specific Plan would not conflict with this measure.</p>

#	Applicable Measure	Consistency
LUT-8	Electric Vehicle Infrastructure. Install 500 EV charging facilities at County owned public venues (e.g., hospitals, beaches, stand-alone parking facilities, cultural institutions, and other facilities) and ensure that at least one-third of these charging stations will be available for visitor use.	Consistent: This measure is not directly applicable to the FFTOD Specific Plan as it pertains to Los Angeles County-owned facilities. However, CALGreen now requires installation of electric vehicle charging spaces in nonresidential development based on the total number of spaces (2016 CALGreen Table 5.106.5.3.3). With an increase in nonresidential uses, the FFTOD Specific Plan would result in an increase in electric vehicle charging stations within the FFTOD Specific Plan Area.
LUT-9	Idling Reduction Goal. Encourage idling limits of 3 minutes for heavy-duty construction equipment, as feasible within manufacturer’s specifications.	Consistent: The current idling limit adopted by CARB and local air district regulations is 5 minutes. Compliance with CARB airborne toxic control measures that reduce diesel emissions and Programmatic Mitigation Measure AQ-1 would also reduce construction vehicle exhaust associated with the project to the extent feasible
LUT-11	Sustainable Pavements Program. Reduce energy consumption and waste generation associated with pavement maintenance and rehabilitation.	Consistent: This measure is not directly applicable to the FFTOD Specific Plan. However, pavement maintenance and rehabilitation within the FFTOD Specific Plan Area would be conducted in accordance with the latest Los Angeles County policies and procedures. The Los Angeles County Public Works applies a 3-pronged sustainable approach in the rehabilitation, construction, and maintenance of its road network. This approach incorporates principles that (1) focus on taking care of roads that are in good condition first; (2) use recycled materials from recycled tires or aggregates from existing pavement in the treatment selections; and (3) reuse the existing materials in place by recycling the pavement or adding cement to the subgrade beneath the pavement to improve its strength. The FFTOD Specific Plan would not conflict with this measure.
LUT-12	Electrify Construction and Landscaping Equipment. Use electric equipment wherever feasible for construction projects. Reduce the use of gas-powered landscaping equipment.	Consistent: Pursuant to the California Building Code (Title 24), buildings are now required to include electrical outlets on the exterior of buildings to support the use of electric landscaping equipment.
WAW-1	Per Capita Water Use Reduction Goal. Meet the State established per capita water use reduction goal, as identified by SB X7-7 for 2020.	Consistent: The nonresidential buildings that are 25,000 square feet and larger and residential buildings seven stories or higher would comply with Section 301.3.1, Nonresidential Buildings greater than or equal to 25,000 square feet, which requires implementation of the Tier <sup>o</sup> 1 voluntary standards (30 percent reduction) for indoor potable water use and 60 percent of reference evapotranspiration (ET <sub>o</sub> ) for outdoor potable water use; Section 5.106.4, Low Impact Development; and Section 4.106.5, Landscape Design, which requires use of noninvasive drought-tolerant plants, which would reduce per capita urban water use.
WAW-2	Recycled Water Use, Water Supply Improvement Programs, and Stormwater Runoff. Promote the use of wastewater and gray water to be used for agricultural, industrial, and irrigation purposes. Manage stormwater, reduce potential treatment, and protect local groundwater supplies.	Consistent: The FFTOD Specific Plan would not introduce new sources of agriculture or industrial manufacturing. Water used for landscape irrigation would be minimized through implementation of Los Angeles County’s Water Efficient Landscape Ordinance.

#	Applicable Measure	Consistency
SW-1	Waste Diversion Goal. For the County’s unincorporated areas, adopt a waste diversion goal to comply with all state mandates associated with diverting from landfill disposal at least 75% of the waste by 2020.	Consistent: In accordance with Los Angeles County’s Construction & Demolition (C&D) Debris Recycling and Reuse Ordinance, Chapter 20.87 of the Los Angeles County Code, development within the FFTOD Specific Plan Area would be required to divert a minimum of 65 percent of the C&D debris by weight and submit a Recycling and Reuse Plan to Los Angeles County’s Construction & Demolition Unit for review and approval. Additionally, according to the County’s Green Building Ordinance, which requires implementation of CALGreen Tier <sup>o</sup> 1 voluntary standards, the proposed project building materials will include a minimum of 10 percent of recycled content based on estimated cost.
LC-1	Develop Urban Forests. Support and expand urban forest programs within the unincorporated areas	Consistent. The FFTOD Specific Plan encourages installation of street trees, especially along pathway arterials. All street trees are required to be planted in accordance with established Los Angeles County planting standards. Street tree standards are identified in the design guidelines for streetscape design.

Notes:

CARB = California Air Resources Board

EV = electric vehicle

RPS = renewables portfolio standard

TSSP = traffic signal signalization program

Measure BE-2 is a program for existing development and is not applicable to the project. Measure BE-4 is a County-wide program that promotes alternative renewable energies and is not applicable to the project. Measures BE-5 and BE-6 are a County-wide program to encourage use of biogas and energy efficiency retrofits at wastewater treatment facilities and is not applicable to the project. Measure LUT-10 is a County-wide program for goods movement and it not applicable to the project. Measures LC-2, LC-3, and LC-4 are not applicable to the project because they are County-wide programs that focus on creating and protecting open space areas and promoting the sale of locally grown produce.

Source: Los Angeles County 2015.

### 3.6.5 Programmatic Mitigation Measures

The following programmatic mitigation measure in Section 3.2, Air Quality, applies here and would reduce project-related GHG emissions impacts.

**MM-AQ-7** Prior to issuance of a building permit for new residential projects within the FFTOD Specific Plan, the property owner/developer shall show on the building plans that no fireplaces are included in the design of the dwelling units. Compliance would be ensured through Los Angeles County review prior to the issuance of a building permit.

### 3.6.6 Level of Significance After Mitigation

#### Impact GHG-1

Compliance with the applicable building and transportation energy and efficiency standards and codes, water efficiency standards, and construction demolition and debris recycling and reuse standards would reduce emissions associated with transportation, energy, and water use within the FFTOD Specific Plan Area. In addition, implementation of Programmatic Mitigation Measure AQ-7, which would ban fireplaces in new residential development would also reduce GHG emissions. The estimated emissions with implementation of Programmatic Mitigation Measure AQ-7 and building energy and efficiency standards (e.g., 2019 Building Energy Efficiency Standards [Title 24]) are provided in Table 3.6-8.

**Table 3.6-8: FFTOD Specific Plan Mitigated Net New GHG Emissions**

Source/Category	GHG Emissions (MT CO <sub>2</sub> e)
Amortized Construction	865
Area	209
Energy	18,076
Mobile	55,278
Waste	3,726
Water	4,420
<b>Total Net New GHG Emissions</b>	<b>82,574</b>
<b>Net Emissions Per Service Population (MT CO<sub>2</sub>e/SP)<sup>1</sup></b>	<b>2.20</b>
2035 Efficiency Threshold (MT CO <sub>2</sub> e/SP)	2.36
<b>Exceeds Threshold?</b>	No

Notes:

Estimated by AECOM in 2021. Additional details provided in Appendix B. Totals may not add due to rounding.

<sup>1</sup>Net emissions per service population calculated by dividing the net new emissions associated with buildout of the FFTOD Specific Plan by the number of employees and residents within the Specific Plan. The net new service population associated with the net new development under the FFTOD Specific Plan is approximately 37,441.

MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent; SP = service population; GHG = greenhouse gas

The buildout of the FFTOD Specific Plan would generate 2.20 MTCO<sub>2</sub>e per SP and would not exceed the efficiency target of 2.36 MTCO<sub>2</sub>e per SP (Table 3.6-7). Therefore, with implementation of Programmatic Mitigation Measures AQ-7, GHG emissions associated with construction and operation of the FFTOD Specific Plan would be less than cumulatively considerable.

### 3.6.7 Cumulative Impacts

The geographic scope of consideration for GHG emissions is on a global scale, because such emissions contribute, on a cumulative basis, to global climate change. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies evaluate the cumulative impacts of GHGs, even relatively small additions, on a global basis. By their nature, GHG evaluations under CEQA are a cumulative study. (See *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204). The GHG emissions impact analysis above constitutes a cumulative analysis, in that it considers global, statewide, and regional projections of GHG emissions, as well as the contribution of the project, to GHG emission impacts. Therefore, the significance conclusions reached above with regard to Impacts GHG-1 and GHG-2 also constitute this Environmental Impact Report's significance conclusions with regard to cumulative GHG emissions impacts. This impact would be less than cumulatively considerable.

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## 3.7 HAZARDS AND HAZARDOUS MATERIALS

This section provides an evaluation of the anticipated hazards and hazardous materials impacts from implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan). This analysis identifies existing hazards and hazardous materials within the FFTOD Specific Plan Area and surrounding vicinity, as well as hazards and hazardous materials resulting from construction and operation of the project.

### Hazardous Materials Definition

The term “hazardous materials” refers to both hazardous substances and hazardous wastes. Under federal and state laws, materials—including wastes—may be considered hazardous if they are specifically listed by statute as such or if they exhibit one of the four characteristics: are poisonous (toxicity); can be ignited by open flame (ignitability); can corrode other materials (corrosivity); or can react violently, explode or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (California Health and Safety Code [HSC], Section 25501[o]). In some cases, past industrial or commercial activities could have resulted in spills or leaks of hazardous materials, resulting in soil and/or groundwater contamination. The presence of certain hazardous materials can also lead to the buildup of methane gas that can become an explosive hazard if trapped under structures. Hazardous materials may also be present in building materials and released during building demolition activities.

Federal and state laws require that hazardous materials be specially managed. Excavated soils having concentrations of contaminants such as lead, gasoline, or industrial solvents that are higher than certain acceptable levels must be managed, treated, transported, and/or disposed of as a hazardous waste. The California Code of Regulations (CCR), Title 22, Section 66261.20 through 66261.24, contains technical descriptions of characteristics that would cause a soil to be designated a hazardous waste. California regulations are compliant with federal regulations and are more stringent in most cases. Regulations also govern the management of potentially hazardous building materials such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs) during demolition activities that could potentially disturb existing building materials.

### 3.7.1 Environmental Setting

The FFTOD Specific Plan Area is predominantly residential but industrial uses are the second most common land use. Industrial areas of Florence-Firestone are primarily clustered along Slauson Avenue, Wilmington Avenue, and Alameda Street, as well as along the LA Metro A Line and railroad rights-of-way along Graham, Beach, and Maie avenues. Existing industrial uses generally consist of outside storage, warehouses, auto-related uses, recycling, and limited manufacturing. Auto-related and outdoor storage uses are the most prevalent industrial uses in the FFTOD Specific Plan Area. The more intensive uses (e.g., materials recycling and auto-dismantling) are clustered along Alameda Street (also known as the Alameda Corridor), which is the largest industrial area in the FFTOD Specific Plan Area and one of the largest in Los Angeles County (DRP 2019b). Residential uses are in proximity to industrial uses because the residential areas historically provided worker housing for the local industries, as further described below.

### 3.7.1.1 Historical Land Uses

The land that now comprises the FFTOD Specific Plan Area was historically used for farmland, with farms ranging in size from 40 to several hundred acres. In 1869, a rail line paralleling Alameda Street from Los Angeles to Wilmington was completed by the Southern Pacific Railroad. In 1876, the transcontinental rail line was completed, connecting the Florence-Firestone area to the nationwide rail system. Southern Pacific and Pacific Electric railroads had stops along Florence Avenue and Graham Avenue. With the construction of the Pacific Electric inter-urban line red cars, which ran from Los Angeles to Long Beach along Graham Avenue, the Florence-Firestone area had additional regional rail connections by 1902. Development initially occurred around the rail and streetcar lines. The 1960 U.S. Census indicated that 72 percent of all housing in the community was constructed before 1940. Many of the structures built between the 1920s and 1940s remain today (DRP 2019a).

The rail line and proximity to ocean ports made Florence-Firestone and its surrounding areas an ideal location for factories, with abundant manufacturing jobs in the early 1920s. Tire and rubber plants, steel manufacturers, automobile assembly plants, derrick and equipment companies, and other manufacturing companies provided a variety of good jobs for the community. The onset of World War II brought additional manufacturing jobs to the area with the growth of the defense industry. However, after World War II the defense industry declined, and manufacturers transitioned to the auto industry. In the 1960s, the community was affected by deindustrialization. Factories began to move to outlying areas where there was more space, cheaper land, and less of the perceived social ills of the urban core. Deindustrialization continued into the 1970s and 1980s, resulting in widespread unemployment in the area (DRP 2019a).

In 1990, the Los Angeles County Metropolitan Transportation Authority (LA Metro) opened the 22-mile LA Metro A Line, connecting Downtown Los Angeles and the city of Long Beach. The LA Metro A Line runs through the FFTOD Specific Plan Area, with three stops at Slauson, Florence, and Firestone (DRP 2019a).

### 3.7.1.2 Environmental Database Search

The EnviroStor database, which includes Cortese sites and is maintained by the California Department of Toxic Substances Control (DTSC), identifies sites that have known contamination or sites where there may be reasons to investigate further. The database includes federal Superfund sites, state response sites, voluntary cleanup sites, school investigation and cleanup sites, corrective action sites, and tiered California permit sites. It also includes sites that are being investigated for suspected but unconfirmed contamination. A search of this database found 87 active sites (or with action required) within the FFTOD Specific Plan Area. A list of the locations, types, and statuses of each site is provided in Table 3.7-1.

**Table 3.7-1: EnviroStor Sites in the FFTOD Specific Plan Area**

EnviroStor ID	Site Name	Site Status	Site Type	Site Address
80001478	American Labs Inc	Active	Corrective Action	5701 S Compton
80001575	Blue Coral In, McKay Chemical Div	Active	Corrective Action	1920 Randolph Street

<b>EnviroStor ID</b>	<b>Site Name</b>	<b>Site Status</b>	<b>Site Type</b>	<b>Site Address</b>
80001406	Clean Harbors Los Angeles LLC	Inactive - Needs Evaluation	Corrective Action	5756 Alba Street
60002326	Avon Rubber Company	Refer: EPA	Evaluation	2001 Belgrave Avenue
19320198	Bauhaus Group	Inactive - Action Required	Evaluation	1316 East Slauson Avenue
19281224	Four Star Chemical	Inactive - Action Required	Evaluation	5701 Compton Avenue
60001734	Glual Wood Products	Refer: EPA	Evaluation	5877 Compton Avenue
60002327	L & B Industries Inc.	Inactive - Action Required	Evaluation	7412 Maie Avenue
60002793	Lee's Plating	Active	Evaluation	6225 Wilmington Avenue
60001121	Martin Wells Inc	Inactive - Needs Evaluation	Evaluation	5886 South Compton Avenue
60002094	Master Body Shop	Refer: EPA	Evaluation	1322 East Slauson Avenue
60002091	Moreno Transmission Shop	Refer: EPA	Evaluation	6021-6023 South Compton Avenue
19340778	Plating Shop	Inactive - Needs Evaluation	Evaluation	5816 Hooper Avenue
60002336	Sanders Services	Refer: EPA	Evaluation	5921 Wilmington Avenue
60002332	Waymire Drum Company Inc	Inactive - Action Required	Evaluation	7702 Maie Avenue
CAD982465841	Advanced Technology Incineration	Protective Filer	Nonoperating	5756 Alba Street #A
CAD981459175	American Labs Inc	Undergoing Closure	Nonoperating	5701 S Compton
CAD008381360	Former Blue Coral Facility	Undergoing Closure	Nonoperating	1920 Randolph Street
CAD009522988	Talley Brothers Inc Site	Undergoing Closure	Nonoperating	2007 Laura Avenue
CAT000618991	Waymire Drum Co Inc	Protective Filer	Nonoperating	7702 Maie Avenue
CAD050806850	Emerald Transformer Los Angeles, LLC	Operating Permit	Operating	5756 Alba Street
60002166	Service Plating Company Inc	Active	State Response	1855 East 62nd Street
19290138	Talley Brothers Inc	Active	State Response	2007 Laura Avenue
71002923	West Coast Metal Finishing Co.	Refer: Other Agency	Tiered Permit	5742 Bandera Street
60000434	Former Southland Steel Facility	Active	Voluntary Cleanup	5959, 5969, 6011, 6161, and 6169 South Alameda Street
80001660	Lonza Inc	Inactive - Needs Evaluation	Corrective Action	2031 E 65th Street
80001421	Marvin Electric MFG Co Inc	Active	Corrective Action	6100 S Wilmington Avenue
80001485	Master Wash Products Inc	Inactive - Needs Evaluation	Corrective Action	8122 Alameda Street
19340787	Advanced Aluminium & Brass Sales	Inactive - Action Required	Evaluation	1001 E. Slauson Avenue
19750098	American Bumper Sales	Inactive - Action Required	Evaluation	1150 East Slauson Avenue

<b>EnviroStor ID</b>	<b>Site Name</b>	<b>Site Status</b>	<b>Site Type</b>	<b>Site Address</b>
60001122	American Superior Vintage	Inactive - Action Required	Evaluation	1001 East 62nd Street
19281221	Atomic Rags #1	Inactive - Needs Evaluation	Evaluation	859 East 60th Street
19281220	Atomic Rags #2	Inactive - Needs Evaluation	Evaluation	909 East 60th Street
19281219	Atomic Rags #3	Inactive - Needs Evaluation	Evaluation	851 East 60th Street
19550028	Bike Shop	Inactive - Action Required	Evaluation	5201 South Compton Avenue
60002410	California Aerodynamics	Refer: EPA	Evaluation	911 East 59th Street
60002829	Chinchilas Tire Services	Inactive - Needs Evaluation	Evaluation	5870 Hooper Avenue
60002329	Damille Metal SVC	Refer: EPA	Evaluation	8201 Santa Fe Avenue
19760023	Dependable Refrigeration	Inactive - Action Required	Evaluation	5201 South Central Avenue
60001728	Easy Sewing Co.	Refer: Other Agency	Evaluation	5716 Mckinley Avenue
19281222	Fox Trading	Inactive - Needs Evaluation	Evaluation	901 East 61st Street
60001741	H.C. Lien Rubber Company	Refer: EPA	Evaluation	1201/1171 East 63rd Street
60001744	Hall's Store Fixtures	Refer: EPA	Evaluation	5890 South Central Avenue
60001739	I & J Body and Paint Transmission Inc.	Refer: EPA	Evaluation	6221 Hooper Avenue
60001715	J C Holderness	Refer: EPA	Evaluation	5732 South Central Avenue
60001716	Julies Trading Co.	Refer: EPA	Evaluation	931 East 61st Street
19340789	K. J. Welding & Iron Works	Inactive - Action Required	Evaluation	1202 East Slauson Avenue
19390062	L.A. Crank & Engine Rebuild	Inactive - Action Required	Evaluation	5728 S. Cenral Avenue
60002093	LA Parkerizing Company	Inactive - Needs Evaluation	Evaluation	8205 South Alameda Street
60001788	Madison Industries	Inactive - Needs Evaluation	Evaluation	1900 E. 64th Street
60002411	Maran Wurzell Glass and Mirror	Refer: EPA	Evaluation	2300 East Slauson Avenue
60002092	Modine Western Inc.	Refer: EPA	Evaluation	6309 South Central Avenue
60000390	Proposed South Region High School #13, Site 3	Inactive - Needs Evaluation	Evaluation	East 85th Street and South Alameda Street
60001683	Puckett Lucille M. TR.	Refer: EPA	Evaluation	1206 Slauson Avenue
60001687	Ramirez Property	Refer: EPA	Evaluation	1420 East 62nd Street
60001686	Recycling Center (Basic Fibers)	Refer: Other Agency	Evaluation	6355 Compton Avenue
60002331	Salsbury Industries	Refer: EPA	Evaluation	1010 E 62nd Street

<b>EnviroStor ID</b>	<b>Site Name</b>	<b>Site Status</b>	<b>Site Type</b>	<b>Site Address</b>
60002232	Slauson/Gage Corridor Discovery Project	Refer: EPA	Evaluation	Slauson Avenue Gage Avenue
60001681	Sun Supply Co.	Refer: EPA	Evaluation	918 E. 60th Street
60002337	Western Fabricators	Refer: EPA	Evaluation	2055 Randolph Street
60000312	Williams Recycling	Inactive - Action Required	Evaluation	2225 E 92nd Street
CAL000099147	American Labs & Recovery Inc	Nonoperating	Nonoperating	1116 E 58th Street
CAD070635669	Lonza Inc	Protective Filer	Nonoperating	2031 E 65th Street
19880016	Jefferson New Elementary School No. 7	Certified	School Cleanup	Wadworth Avenue/52nd Place
60000808	South Region Elementary School #12, Site 5A	Certified	School Cleanup	East 60th Street/Hooper Avenue/East 61st Street
60000092	South Region ES #2, Site 6a 5640015	Certified	School Cleanup	S. Central/East Florence
60000114	South Region High School #7 (Site 11a)	Certified / Operation & Maintenance	School Cleanup	Northeast of South Alameda Street And Gage Avenue
60000076	South Region HS #2, Site #8	Certified O&M - Land Use Restrictions Only	School Cleanup	Central Avenue/Gage Avenue
60000870	South Region Middle School #3 Site 12F	Certified	School Cleanup	Santa Fe Ave/Walnut Terrace/Mabrisa Avenue
60000266	South Region Middle School #3, Site 1	Inactive - Action Required	School Investigation	Leota Street/Nadeau Avenue
19370360	ESKIMO RADIATOR	Certified	State Response	6135 South Central Avenue
70000165	Firestone - Engle Southern Parcel	Active	State Response	8440 Alameda Street
19300231	Firestone - Parcel 1a	Active	State Response	2323 Firestone Blvd
70000167	Firestone - Parcel 3N	Certified	State Response	8809 Calden Avenue, South Gate
70000168	Former Firestone - Parcel 3S	Certified O&M - Land Use Restrictions Only	State Response	2405 Southern Avenue, South Gate
70000049	Navarro Property	Certified	State Response	1250-1256 East 57th Street
71003351	Alloys Cleaning, Inc.	Refer: Other Agency	Tiered Permit	1945 E 64th Street
71003824	Graybill Metal Plating & Polishing	Inactive - Action Required	Tiered Permit	1245 E Florence Avenue
71002387	Punch Press Products, Inc./All Bright Pltg	Refer: Other Agency	Tiered Permit	1916 E. 51st Street
19330384	Alloy Metals Inc.	Inactive - Action Required	Voluntary Cleanup	1000 E. 60th Street
60000644	Engle Northern Parcel	Active	Voluntary Cleanup	8440 South Alameda Street
60002984	Jordan Downs Village	Active	Voluntary Cleanup	9800 Grape Street

EnviroStor ID	Site Name	Site Status	Site Type	Site Address
70000166	Los Angeles Community College District	Active	Voluntary Cleanup	2525 East Firestone Boulevard
19380056	Sargent Industries	Active	Voluntary Cleanup	2501-2533 East 56th Street
19300240	Slauson-Central Shopping Center Redevelopment Project	Certified O&M - Land Use Restrictions Only	Voluntary Cleanup	Slauson, S. Central, E. Gage, Avalon
60000767	South Gate Townhomes Project	Certified / O&M	Voluntary Cleanup	8901 Calden Avenue
19340754	United Alloys, Inc.	Active	Voluntary Cleanup	900 East Slauson Avenue

Notes:

For a glossary of terms with definitions of the various site types and other terms related to the EnviroStor Database refer to DTSC’s Glossary of Terms at [www.envirostor.dtsc.ca.gov](http://www.envirostor.dtsc.ca.gov)

Note: This table does not include sites with site status of ‘inactive – withdrawn’, ‘closed’, ‘no further action’, or ‘no action required’.

EPA = U.S. Environmental Protection Agency

O&M = Operation & Maintenance

Source: DTSC 2021.

The GeoTracker database, maintained by the State Water Resources Control Board (SWRCB), lists a range of types of hazardous materials sites that could affect groundwater quality, including leaking underground storage tank (LUST) sites, cleanup program sites, land disposal sites, and military sites. A search of this database found 15 sites within the FFTOD Specific Plan Area. Sites listed in both the GeoTracker and EnviroStor databases include Lonza, Inc., at 2031 East 65th Street; Service Plating Company, Inc., at 1855 East 62nd Street; United Alloys, Inc., at 900 East Slauson Avenue; and Waymire Drum Company, Inc., at 7702 South Maie Avenue. A list of the locations, types, and statuses of each site is provided in Table 3.7-2.

**Table 3.7-2: GeoTracker Sites in the FFTOD Specific Plan Area**

Geotracker ID	Site Name	Site Type	Site Status	Site Address
T0603702754	Service Plating Company Inc	Cleanup Program Site	Open - Inactive	1855 E 62nd Street
SL0603783051	Exxon/Mobil Pipeline Co. Line M-8	Cleanup Program Site	Open - Site Assessment	South Alameda Street and Florence Avenue
T10000016518	Former Mobil Station #99laf	LUST Cleanup Site	Open - Inactive	1347 Florence Avenue W
SL092516	Pacific Pipeline 2000	Cleanup Program Site	Open - Site Assessment	South Alameda Street and Florence Avenue
SL204AC1742	Waymire Drum Co	Cleanup Program Site	Open - Site Assessment	7702 South Maie Avenue
T10000016056	Auto Repair Facility	LUST Cleanup Site	Open - Eligible For Closure	2111 Firestone Boulevard
SLT43647645	Essef - Main Parcel	Cleanup Program Site	Open - Remediation	8825 Beach Street
SLT43645643	Essef - Parcel A	Cleanup Program Site	Open - Remediation	8906 Graham Avenue



Geotracker ID	Site Name	Site Type	Site Status	Site Address
SLT43646644	Essef - Parcel B	Cleanup Program Site	Open - Site Assessment	9000 Graham Avenue
SL204BX2363	JFL Electric Co/United Chemical (Former)	Cleanup Program Site	Open - Site Assessment	8251-8257 Compton Avenue
T0603700406	LA City Dept Water & Power	LUST Cleanup Site	Open - Remediation	8627 Fir Avenue
SL2042T1544	Lonza Inc	Cleanup Program Site	Open - Inactive	2031 East 65th Street
SL2049C1722	United Alloys	Cleanup Program Site	Open - Site Assessment	900 East Slauson Avenue
SL204BX2363	JFL Electric Co/United Chemical (Former)	Cleanup Program Site	Open - Site Assessment	8251-8257 Compton Avenue
SL2049A1721	Jack Engle Co	Cleanup Program Site	Open - Inactive	8440 South Alameda Street

Notes:

LUST = leaking underground storage tank

Source: SWRCB 2021

### 3.7.1.3 Schools

Schools are one of the land use designations that are normally sensitive to hazardous materials. The FFTOD Specific Plan Area includes a total of nine elementary schools, five middle schools, three high schools, and two private schools. Students can attend schools in either Los Angeles Unified School District District 6 or District 7. A list of public, charter, and private schools in the FFTOD Specific Plan Area is provided in Table 3.7-3. All schools are under the jurisdiction of the Los Angeles Unified School District.

**Table 3.7-3: Schools in the FFTOD Specific Plan Area**

Name and Address	Address
<b>Elementary Schools</b>	
Graham Elementary School	8407 South Fir Avenue
Miramonte Elementary School	1400 East 68th Street
Parmelee Avenue Elementary School	1338 East 76th Street
Russell Elementary School	1263 Firestone Boulevard
Florence Avenue Elementary School	7211 Bell Avenue
Lillian Elementary School	5909 Lillian Street
Dr. Lawrence H. Moore Math, Science, Technology Academy	1321 East 61st Street
Judith F. Baca Arts Academy	1536 E 89th Street
Wisdom Elementary	1125 E 74th Street
<b>Middle Schools</b>	
Charles Drew Middle School	8511 Compton Avenue
Thomas A. Edison Middle School	6500 Hooper Avenue
Walnut Park Middle School	7500 Marbrisa Avenue
Alliance Kory Hunter Middle School (Charter)	5886 Compton Avenue
KIPP Philosophers Academy School (Charter)	8300 South Central Avenue

Name and Address	Address
<b>High Schools</b>	
Diego Rivera Learning Complex	6100 South Central Avenue
Alliance Margaret M. Bloomfield Technology Academy High School (Charter)	7907 Santa Fe Avenue
Animo Pat Brown School (Charter)	8255 Beach Street
<b>Private Schools</b>	
St. Malachy Catholic Elementary (Pre-K)	1200 East 81st Street
St. Aloysius School (TK-8)	2023 East Nadeau Street

Source: CDE 2021

### 3.7.1.4 Emergency Response Planning

The Los Angeles County Office of Emergency Management (OEM) maintains the Los Angeles County Operational Area Emergency Response Plan and the County of Los Angeles All-Hazards Mitigation Plan. The Office of Emergency Management leads and coordinates disaster plans and disaster preparedness exercises for all cities and special districts in Los Angeles County (OEM 2002, 2014). Disaster Routes designated by the Los Angeles County Public Works are freeways, highways, or arterial routes identified for use during times of crisis. These routes bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment (Los Angeles County Public Works 2012). During a disaster, these routes have priority over all other roads for clearing, repairing, and restoration. Florence Avenue and Alameda Street are designated Secondary Disaster Routes; they run east-west and north-south, respectively, through the FFTOD Specific Plan Area (Los Angeles County Public Works 2012).

## 3.7.2 Regulatory Setting

### 3.7.2.1 Federal

#### Occupational Safety and Health Act of 1970

The Occupational Safety and Health Act (29 Code of Federal Regulations [CFR] Parts 70 to 2400) is implemented by the Federal Occupational Safety and Health Administration (OSHA) and contains provisions with respect to hazardous materials handling. Federal OSHA requirements, as set forth in 29 CFR Section 1910 et seq., are designed to promote worker safety, worker training, and a worker’s right-to-know. In California, OSHA has delegated the authority to administer OSHA regulations to the State of California.

#### Hazardous Materials Transportation Act of 1975

The Hazardous Materials Transportation Act (Title 49 U.S. Code [USC] Sections 5101–5127) is the principal federal law regulating the transportation of hazardous materials. Its purpose is to “protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce” under the authority of the U.S. Secretary of Transportation. Regulations implementing the Hazardous Materials Transportation Act of 1975 specify additional requirements and regulations with respect to the transport of hazardous materials.

### **Resource Conservation and Recovery Act**

The Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 2) was the first major federal act regulating the potential health and environmental problems associated with hazardous and nonhazardous solid waste. The RCRA and the implementation of regulations developed by the U.S. Environmental Protection Agency (EPA) provide the general framework for the national hazardous and nonhazardous waste management systems. This framework includes the determination of whether hazardous wastes are being generated, the techniques for tracking wastes to eventual disposal, and the design and permitting of hazardous waste management facilities. The RCRA amendments enacted in 1984 and 1986 began the process of eliminating land disposal as the principal hazardous waste disposal method. Hazardous waste regulations promulgated in 1991 address site selection, design, construction, operation, monitoring, corrective action, and closure of disposal facilities. Additional regulations addressing solid waste issues are contained in 40 CFR Part 258.

### **Comprehensive Environmental Response, Compensation, and Liability Act**

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA; 1980; 42 USC Section 1906 et seq.), also known as the Superfund Act, outlines the potential liability related to the cleanup of hazardous substances; available defenses to such liability; appropriate inquiry into site status under Superfund, which is the federal government's program to clean up the nation's uncontrolled hazardous waste sites; statutory definitions of hazardous substances and petroleum products; and the petroleum product exclusion under CERCLA. CERCLA provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also establishes the National Contingency Plan, which provides guidelines and procedures necessary to respond to releases and threatened releases of hazardous substances.

### **Emergency Planning and Community Right-to-Know Act**

The Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 (42 USC 116, Sections 9601 et seq.), also known as the Superfund Amendment and Reauthorization Act (SARA) Title III, was created to help communities plan for emergencies involving hazardous substances. EPCRA requires hazardous chemical emergency planning by federal, state, and local governments; Native American tribes; and industry. It also requires industry to report on the storage, use, and releases of hazardous chemicals to federal, state, and local governments.

### **Toxic Substances Control Act**

The Toxic Substances Control Act of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. The Toxic Substances Control Act addresses the production, importation, use, and disposal of specific chemicals including PCBs, asbestos, radon and lead-based paint.

### **3.7.2.2 State**

#### **Hazardous Waste Control Act**

The Hazardous Waste Control Act (HSC Section 25100 et seq.) created the state hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The act is implemented by regulations in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

#### **Hazardous Materials Release Response Plans and Inventory Law of 1985**

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (HSC Division 20 Chapter 6.95 [25500–25547.8]) governs hazardous materials handling, reporting requirements, and local agency surveillance programs.

#### **California Vehicle Code**

The California Vehicle Code (Title 13 of the CCR) establishes regulations for motor carrier transport of hazardous materials. For example, all motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the California Highway Patrol. In addition, placards identifying that hazardous materials are being transported must be displayed on the vehicle.

#### **California Health and Safety Code**

##### ***Section 25163***

The transport of hazardous waste materials is further governed by California HSC Section 25163 and Title 22, Chapter 13, of the CCR. Specifically, Section 25163 of the HSC requires transporters of hazardous waste to hold a valid registration issued by the DTSC in their possession while transporting hazardous waste. In addition, Title 22, Chapter 13, of the CCR outlines a number of requirements including—but not limited to—the following:

- Transporters shall not transport hazardous waste without first receiving an identification number and a registration certificate from DTSC
- Registration as a hazardous waste transporter expires annually, on the last day of the month in which the registration was issued
- To be registered as a hazardous waste transporter, an application must be submitted
- Hazardous waste shall not be accepted for transport without a Uniform Hazardous Waste Manifest that has been properly completed and signed by generator and transporter
- Hazardous waste shall be delivered to authorized facilities only

**Section 25249.5**

California HSC Section 25249.5 et seq., Safe Drinking Water and Toxics Enforcement Act, law identifies chemicals that cause cancer and reproductive toxicity, provides information for the public, and prevents discharge of the chemicals into sources of drinking water. Lists of the chemicals of concern are published and updated periodically. Businesses are required to notify Californians about the chemicals in products they purchase, in the workplace, or that are released to the environment. By being provided with this information, individuals are able to make informed decisions about protecting themselves from exposure to these chemicals.

**Section 25500**

California HSC Section 25500 et seq. and the related regulations in 19 CCR 2620, et seq., require local governments to regulate local business storage of hazardous materials in excess of certain quantities. The law also requires that entities storing hazardous materials be prepared to respond to releases. Those using and storing hazardous materials are required to submit a Hazardous Materials Business Plan to their local Certified Unified Program Agency (CUPA). They must also report releases to their CUPA and the State Office of Emergency Services (OES).

**Section 25531**

California HSC Section 25531 et seq. and the California Accidental Release Program outline the registration and handling of regulated substances. Regulated substances are any chemicals designated as an extremely hazardous substance by EPA as part of its implementation of SARA Title III. HSC Section 25531 overlaps or duplicates some of the requirements of SARA and the Clean Air Act. Facilities handling or storing regulated substances at or above threshold reportable quantities must register with their local CUPA and prepare a risk management plan.

**California Emergency Services Act**

The California Emergency Services Act (Assembly Bill [AB] 38) gave the California Emergency Management Agency (CalEMA) responsibility for overseeing and coordinating emergency preparedness, response, recovery, and homeland security activities in the state. The governor's OES mission statement is to "Protect lives and property, build capabilities, and support our communities for a resilient California." OES goals include:

- **Goal 1:** Anticipate and enhance prevention and detection capabilities to protect our state from all hazards and threats.
- **Goal 2:** Strengthen California's ability to plan, prepare for, and provide resources to mitigate the impacts of disasters, emergencies, crimes, and terrorist events.
- **Goal 3:** Effectively respond to and recover from both human-caused and natural disasters.
- **Goal 4:** Enhance the administration and delivery of all state and federal funding and maintain fiscal and program integrity.
- **Goal 5:** Develop a united and innovative workforce that is trained, experienced, knowledgeable, and ready to adapt and respond.
- **Goal 6:** Strengthen capabilities in public safety communication services and technology enhancements.

## **2018 State Hazard Mitigation Plan**

Approved by the Federal Emergency Management Agency (FEMA) on September 28, 2018, as an Enhanced State Mitigation Plan, the 2018 State Hazard Mitigation Plan update continues to build on California's commitment to reduce or eliminate the impacts of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards; it further identifies and documents progress made in hazard mitigation efforts, new or revised state and federal statutes and regulations, and emerging hazard conditions and risks that affect the state of California. Resilience depends on the whole community and is a shared responsibility for all levels of government, private and nonprofit sectors, and individuals.

## **Hazardous Materials Release Cleanup**

Passed into law in 2013, the Hazardous Materials Release Cleanup (AB 440 Chapter 588) authorizes a local agency to take clean-up action (similar to under the Polanco Redevelopment Act) that the local agency determines is necessary and consistent with other state and federal laws to remedy or remove a release of hazardous substances within the boundaries of the local agency. AB 440 allows the local agency to designate another agency—in lieu of the department or the regional board—to review and approve a cleanup plan and to oversee the cleanup of hazardous material from a hazardous material release site under certain conditions. It also provides immunity to the local agency as long as the action is in accordance with a cleanup plan prepared by a qualified independent contractor; approved by the department, a regional board, or the designated agency; and the cleanup is undertaken and properly completed. Finally, AB 440 authorizes the local agency to recover cleanup costs from the responsible part.

## **Unified Hazardous Waste and Hazardous Materials Management Regulatory Program**

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) requires the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a CUPA. The Program Elements consolidated under the Unified Program are: Hazardous Waste Generator and On-Site Hazardous Waste Treatment Programs (i.e., Tiered Permitting); Aboveground Petroleum Storage Tank Spill Prevention Control and Countermeasure Plan; Hazardous Materials Release Response Plans and Inventory Program (i.e., Hazardous Materials Disclosure or "Community-Right-To-Know"); California Accidental Release Prevention Program (CalARP); underground storage tank (UST) Program; and Uniform Fire Code Plans and Inventory Requirements. The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency that implements one or more Program Elements in coordination with the CUPA. The Los Angeles County Fire Department (LACoFD) is the certified CUPA for the FFTOD Specific Plan Area as well as many cities throughout Los Angeles County.

## **California Accidental Release Prevention Program**

The main objective of the California Accidental Release Prevention Program (CalARP; CCR Title 19, Division 2, Chapter 4.5) is to prevent accidental releases of those substances determined to potentially pose the greatest risk of immediate harm to the public and the environment, and to

minimize the consequences if releases do occur. These substances are called regulated substances and include both flammable and toxic hazardous materials listed on the Federal Regulated Substances for Accidental Release Prevention and on the State of California Regulated Substances lists. Businesses that handle regulated substances in industrial processes above threshold quantity levels are subject to CalARP program requirements.

The CalARP program requires businesses to have planning activities that are intended to minimize the possibility of an accidental release by encouraging engineering and administrative controls. It is further intended to mitigate the consequences of an accidental release, by requiring owners or operators of facilities to develop and implement an accident prevention program.

### **California Building Code**

The State of California provides a minimum standard for building design through the California Building Code (CBC; Part 2 of Title 24 of the CCR). It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas. The CBC is updated on a 3-year cycle; it took effect on January 1, 2020.

### **California Fire Code**

The California Building Standards Code also contains the California Fire Code (CFC), included as Part 9 of 24 CCR. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. The LACoFD provides fire protection services for the unincorporated areas of Los Angeles County—including the FFTOD Specific Plan Area—and implements and enforces the CFC on site. The CFC is updated on a 3-year cycle; it took effect on January 1, 2020.

### **Asbestos-Containing Materials Regulations**

Asbestos is a naturally occurring fibrous material that was used as a fireproofing and insulating agent in building construction before being banned by EPA in the 1970s; some nonfriable use of asbestos in roofing materials still exists. In conjunction with the EPA and OSHA, State-level agencies regulate removal, abatement, and transport procedures for asbestos-containing materials (ACMs). Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. In addition, the regulations include warnings and practices to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Due to the age of the buildings within the FFTOD Specific Plan Area, it is likely that ACMs are present.

## **Polychlorinated Biphenyls**

The EPA prohibited the use of PCBs in the majority of new electrical equipment starting in 1979 and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act (U.S. Code, Title 15, Section 2601 et seq.). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The state likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed accordingly. At lower concentrations for nonliquids, regional water quality control boards may exercise discretion over the classification of such wastes. Due to the age of the buildings within the FFTOD Specific Plan Area, it is likely that PCBs are present.

## **Lead-Based Paint**

Cal/OSHA's Lead in Construction Standard (8 CCR Section 1532.1) addresses permissible exposure limits; exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection; employee information, training, and certification; signage; record keeping; monitoring; and agency notification. Due to the age of the buildings within the FFTOD Specific Plan Area, it is likely that lead-based paints (LBPs) are present in the existing structures.

## **Government Code Section 65962.5, Cortese List**

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the legislator who authored and enacted the legislation). The list—or a site's presence on the list—has bearing on the local permitting process as well on compliance with the California Environmental Quality Act (CEQA). The DTSC compiles and updates as appropriate—at least annually—and shall submit a list of the following to the Secretary for Environmental Protection:

1. All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the HSC
2. All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the HSC
3. All information received by the DTSC pursuant to Section 25242 of the HSC on hazardous waste disposals on public land
4. All sites listed pursuant to Section 25356 of the HSC
5. All sites included in the Abandoned Site Assessment Program

The State Department of Health Services compiles and updates as appropriate—but at least annually—and shall submit a list of all public drinking water wells that contain detectable levels of organic contaminants and are subject to water analysis pursuant to Section 116395 of the HSC to the Secretary for Environmental Protection:

The SWRCB compiles and updates as appropriate—but at least annually—and shall submit a list of all of the following to the Secretary for Environmental Protection,:



1. All underground storage tanks for which an unauthorized release report is filed pursuant to Section 25295 of the HSC
2. All solid waste disposal facilities from which there is a migration of hazardous waste and for which a California regional water quality control board has notified the DTSC pursuant to subdivision (e) of Section 13273 of the Water Code
3. All cease and desist orders issued after January 1, 1986, pursuant to Section 13301 of the Water Code, and all cleanup or abatement orders issued after January 1, 1986, pursuant to Section 13304 of the Water Code, that concern the discharge of wastes that are hazardous materials

The local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the CCR, compiles as appropriate—but at least annually—and shall submit a list of all solid waste disposal facilities from which there is a known migration of hazardous waste to the California Integrated Waste Management Board. The California Integrated Waste Management Board compiles the local lists into a statewide list, which is submitted to the Secretary for Environmental Protection and available to any person who requests the information.

The Secretary for Environmental Protection consolidates the information submitted pursuant to this section and distributes it in a timely fashion to each city and county where sites on the lists are located. The information can be distributed to any other person on request. The secretary may charge a reasonable fee to people requesting the information, other than cities, counties, or cities and counties, to cover the cost of developing, maintaining, and reproducing and distributing the information.

### **3.7.2.3 Local**

#### **Los Angeles County Code, Title 11—Health and Safety**

Title 11, Health and Safety, of the Los Angeles County Code contains regulations addressing issues such as public health, hazardous commercial and residential operations, water hazards, and storage of hazardous materials. Division 2, General Hazards, covers a variety of hazardous industrial and residential conditions by providing “minimum standards to safeguard life, limb, safety and public welfare by requiring protections from hazardous bodies of water, wells and other defined excavations and abandoned chests, not presently covered by statutes of the state of California” (Los Angeles County Code, Section 11.40.020). Division 4, Underground Storage of Hazardous Materials, prevents and controls unauthorized discharges of hazardous materials from underground storage tanks (Los Angeles County Code, Section 11.72.020).

#### **Los Angeles County General Plan 2035 Safety Element**

The Safety Element of the Los Angeles County General Plan, in conjunction with the All-Hazard Mitigation Plan prepared by the Chief Executive Office, Office of Emergency Management, sets strategies for natural and human-made hazards in Los Angeles County (DRP 2015). The All-Hazard Mitigation Plan, which has been approved by FEMA and the CalEMA, includes a compilation of known and projected hazards in Los Angeles County. The following policies of the Safety Element pertain to the project:

- **Policy S 3.9:** Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended.

- **Policy S 4.1:** Ensure that residents are protected from the public health consequences of natural or human-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.
- **Policy S 4.2:** Support Los Angeles County emergency providers in reaching their response time goals.
- **Policy S 4.3:** Coordinate with other Los Angeles County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.
- **Policy S 4.4:** Encourage the improvement of hazard prediction and early warning capabilities.

### ***Los Angeles County All-Hazard Mitigation Plan***

The Los Angeles County All-Hazard Mitigation Plan covers mitigation responsibilities of Los Angeles County departments and unincorporated communities, including Florence-Firestone. It establishes Los Angeles County's emergency policies and procedures in the event of a disaster. It ensures the most effective allocation of resources for the maximum benefit and protection of the public during an emergency. It conforms to the requirements of FEMA Disaster Mitigation Act of 2000. The law requires extensive documentation of the community, the region, its hazards, history, and future plans.

## **3.7.3 Methodology**

To determine if hazardous waste sites exist in the FFTOD Specific Plan area, a search of available environmental records was conducted. The DTSC's EnviroStor Data Management System was reviewed for the FFTOD Specific Plan Area. The GeoTracker database operated by the Regional Water Quality Control Board (RWQCB) is the SWRCB's data management system for managing sites that impact groundwater, especially those that require groundwater cleanup as well as permitted facilities such as operating USTs and land disposal sites. DTSC's EnviroStor Data Management System provides all existing information on permits and corrective action at hazardous waste facilities, as well as cleanup projects. Based on the above review, the presence of land uses that generate hazardous materials or the presence of hazardous materials within soils and/or groundwater could affect existing residents, students and/or employees within and directly adjacent to the FFTOD Specific Plan Area. If corrective actions are currently underway, it is unlikely for potentially significant impacts to occur because a federal, state, or local agency involved is resolving the issue.

### **3.7.3.1 Thresholds of Significance**

In accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist, the project would have a significant impact on hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
- Be situated on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

The thresholds listed below were scoped out of the analysis in the Initial Study (Appendix A), and are only described in Chapter 5, Other CEQA Considerations:

- For a project situated in an airport land use plan or where such a plan has not been adopted within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area
- Expose people or structures—either directly or indirectly—to a significant risk of loss, injury or death involving fires, because the project:
  - Is in a high fire hazard area with inadequate access
  - Is in an area with inadequate water and pressure to meet fire flow standards
  - Is in proximity to land uses that have the potential for dangerous fire hazard
  - Constitutes a potentially dangerous fire hazard

### 3.7.4 Environmental Impacts

**HAZ-1:** *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Construction in accordance with implementation of the FFTOD Specific Plan would involve demolition, grading, and construction of new buildings. Potentially hazardous materials used during typical construction activities include substances such as paints, sealants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. However, the materials used typically would not be in such quantities or stored in a manner that would pose a significant safety hazard. These activities would also be short-term or one-time in nature. Project construction workers would be trained in safe handling and hazardous materials use.

To prevent hazardous conditions, existing local, state, and federal laws (such as those listed in Section 3.7.3, Regulatory Setting) are enforced at the construction sites. For example, compliance with existing regulations would ensure that construction workers and the general public are not exposed to any risks related to hazardous materials during demolition and construction activities. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

In addition, although construction activities would be in and near existing sensitive uses, including residences and schools, strict adherence to all emergency response plan requirements set forth by LACoFD would be required throughout the duration of project construction. Any hazardous materials and hazardous wastes associated with construction and operation of future development projects related to implementation of the FFTOD Specific Plan would be transported to and/or from the project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation (DOT) regulations listed in 49 CFR, Hazardous Materials Transportation Act; California Department of Transportation standards; California Vehicle Code (Title 13 of the CCR); and Cal/OSHA standards. Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with Subtitle C of the RCRA (40 CFR Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances.

Operation of the FFTOD Specific Plan would include new or different land use designations that may involve the routine use of substances classified as hazardous materials including fuels, pesticides, paints, and other materials. Hazardous materials would be required to be used, transported, and disposed of in compliance with existing regulations and guidelines.

Upon compliance with federal, state, and Los Angeles County regulatory requirements, construction and operation activities of future development projects related to implementation of the FFTOD Specific Plan would not pose substantial hazards to the public or the environment, and impacts would be less than significant.

**HAZ-2:** *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The use, storage, and transport of hazardous materials and hazardous wastes in compliance with the laws and regulations described above would minimize the potential for releases of hazardous materials that could pose substantial hazards to the public or the environment and would entail prompt containment and cleanup of spills.

The FFTOD Specific Plan Area currently contains properties that store, generate, and/or dispose of hazardous materials. While most known soil and/or groundwater contamination sites have been remediated or are in the process of remediation, some sites that have been identified require evaluation and it is possible that implementation of infill projects within the FFTOD Specific Plan Area could expose unknown soil contamination during construction activities. If any unidentified sources of contamination are encountered during grading or excavation, identification and removal work would be required according to federal, state, and local standards. Adherence to the regulatory requirements would reduce potential impacts related to unknown contaminated sites to less than significant.

Several LUST sites were identified in the GeoTracker database search. It is also possible that old USTs that were in use prior to permitting and recordkeeping requirements may be present in the FFTOD Specific Plan Area. If an unidentified UST is uncovered or disturbed during construction activities, it would be closed in place or removed. Removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank

contents or vapors. Potential risks—if any—posed by USTs would be minimized by managing the tank according to existing state and local regulations.

Because of the age of buildings within the FFTOD Specific Plan Area and because the area has land uses that could generate a variety of potential sources of contamination, a variety of potential sources of contamination exists. These uses include cleaners, auto-repair facilities, and gas stations that are typically associated with hazardous materials. However, any new development activities that identify undocumented hazardous materials would be required to remediate and cleanup under the regulations and supervision of the DTSC and/or the RWQCB. Any new developments that identify undocumented contamination would be required to be remediated and cleaned up under the regulations and supervision of the DTSC and/or the RWQCB, which would reduce potential impacts to less than significant.

Construction contractors would maintain equipment and supplies on their construction sites for containing and cleaning up hazardous materials spills and would train their staff on such containment and cleanup. In addition, regulatory requirements, including those listed above in HAZ-1, would further enforce compliance with U.S. DOT, Cal/OSHA, and LACoFD pertaining to hazardous materials and wastes.

Still, the demolition of buildings has the potential to expose and disturb asbestos containing ACMs and LBP. Demolition can cause encapsulated ACMs (if present) to become friable; they are considered a carcinogen once airborne. Demolition of the existing buildings and structures can also release lead into the air if LBP is not properly removed and handled. Such releases could pose significant risks to people living and working in and around the project site as well as to project construction workers. Abatement of all ACM and LBP encountered during any future building demolition would be required to be conducted in accordance with all applicable laws and regulations, including those of the EPA (which regulates disposal), OSHA, U.S. Department of Housing and Urban Development, Cal/OSHA (which regulates employee exposure), and South Coast Air Quality Management District (SCAQMD).

The EPA requires that all asbestos work performed in regulated areas be supervised by a competent person who is trained as an asbestos supervisor (EPA Asbestos Hazard Emergency Response Act, 40 CFR Part 763). SCAQMD's Rule 1403 requires that buildings undergoing demolition or renovation be surveyed for ACMs prior to any demolition or renovation activities. Should ACMs be identified, Rule 1403 requires that ACMs be safely removed and disposed of at a regulated site, if possible. If it is not possible to safely remove ACMs, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos. In addition, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of CCR Title 8, Section 1529 (Asbestos), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

Cal/OSHA regulates the demolition, renovation, or construction of buildings involving lead-based materials. It includes requirements for the safe removal and disposal of lead, as well as the safe demolition of buildings containing LBP or other lead materials. In addition, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of CCR Title 8, Section 1532.1 (Lead), which establishes exposure limits, exposure

monitoring, respiratory protection, and good working practice by workers exposed to lead. The potential exposure of construction workers to ACMs or LBP is a potentially significant impact.

In addition, construction activities of future development projects related to implementation of the FFTOD Specific Plan would not result in accident conditions involving the release of hazardous materials into the environment upon compliance with federal, state, and Los Angeles County regulatory requirements; impacts would be less than significant.

During operation, businesses handling reporting quantities of hazardous or extremely hazardous materials would maintain business plans with procedures in the event of a hazardous materials release, including immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance, contact information for company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. Upon compliance with federal, state, and Los Angeles County regulatory requirements, operational activities of future development projects related to implementation of the FFTOD Specific Plan would not result in accident conditions involving the release of hazardous materials into the environment; impacts would be less than significant.

**HAZ-3:** *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The FFTOD Specific Plan Area includes a total of nine elementary schools, five middle schools, three high schools, and two private schools. There are an additional two schools within 0.25 mile of the Change Area (Aspire Titan Academy and Alliance Collins Family College-Ready High School). Industrial uses are currently the second most common land use within the FFTOD Specific Plan Area; implementation of the FFTOD Specific Plan would result in infill development with comparable uses. Specifically, the proposed IF Zone allows uses focused on light industrial, neighborhood-serving commercial and office and does not allow residential uses. Therefore, project buildout would result in usage and storage of hazardous materials on site and transportation of hazardous materials to and from the FFTOD Specific Plan Area, similar to existing conditions. Project operation could emit hazardous emissions or handle hazardous materials within 0.25 mile of an existing school. However, compliance with the regulatory requirements would reduce hazards from hazardous materials emissions and handling such that no substantial health risks to persons at the nearby schools would occur; impacts would be less than significant.

**HAZ-4:** *Would the project be situated on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would it create a significant hazard to the public or the environment as a result?*

Lists of hazardous materials sites found on lists compiled pursuant to Government Code Section 65962.5 that occur within or in the vicinity of the FFTOD Specific Plan Area are provided in Table 3.7-1 and Table 3.7-2. A list of 116 sites within the FFTOD Specific Plan that have varying degrees of known contamination or reasons to investigate further is provided in Table 3.7-1. These sites include state response sites, voluntary cleanup sites, school investigation and cleanup sites, corrective action sites, and tiered California permit sites. The list also includes sites that are being investigated for suspected but unconfirmed contamination. A list of the 15 sites within the FFTOD Specific Plan Area that could affect groundwater quality is provided in Table 3.7-2. Future redevelopment of individual properties within the FFTOD Specific Plan Area could have unknown

recognized environmental conditions related to soils, groundwater, and vapors/gases that could create a significant hazard to the public or the environment.

**HAZ-5:** *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Implementation of the FFTOD Specific Plan is not anticipated to include any roadway changes and improvements that would result in inadequate emergency access. It is possible that during the construction phase of future transportation or mobility projects, the presence of construction equipment and materials adjacent to roadways could temporarily impede emergency access to and within the FFTOD Specific Plan Area. Final roadway changes and improvements are not anticipated to result in inadequate emergency access. Similarly, for development projects, future development pursuant to implementation of the FFTOD Specific Plan would also require construction, which may result in construction traffic that could impede emergency access to and within the FFTOD Specific Plan Area. However, this impediment would also be temporary (Section 3.14, Transportation). Many construction projects are required to submit construction traffic management plans to the Los Angeles County Public Works Traffic and Lighting Division for review and approval. Based on this analysis and with compliance to any requirements deemed necessary for approval of the Traffic and Lighting Division, impacts to emergency access would be less than significant.

### 3.7.5 Programmatic Mitigation Measures

In order to reduce the impacts to ACMs or LBP and redevelopment on a site included on a list of hazards materials pursuant to Government Code Section 65962.5 to less than significant, the following programmatic mitigation measures would need to be implemented:

**MM HAZ-1** Prior to the issuance of a demolition permit, a survey shall be required to characterize the potential exposure and prevent the potential release of asbestos-containing materials (ACM) and lead-based paint (LBP) associated with individual future development projects pursuant to implementation of the FFTOD Specific Plan. Inspections and surveys shall be conducted by a licensed or certified lead inspector/assessor and by a California Certified Asbestos Consultant.

**MM HAZ-2** Applicants for future development projects on former or industrial sites shall prepare and submit a Phase I Environmental Site Assessment (ESA) to Los Angeles County to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by an Environmental Professional in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.13, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process." If recognized environmental conditions related to soils or groundwater are identified in the Phase I ESA, the project applicant shall have soil and soil gas sampling performed, as required, as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements and with the oversight of the California DTSC, RWQCB, LACoFD, etc. All contaminated soils and/or material encountered shall

be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading.

Each Phase I ESA conducted for projects that involve demolition activities shall include an inspection for lead-based paint conducted by a licensed or certified lead inspector/assessor and a survey for asbestos-containing materials conducted by a California Certified Asbestos Consultant.

Prior to the issuance of building permits, a report documenting the completion, results, and follow-up remediation on the recommendations—if any—shall be provided to Los Angeles County evidencing that all site remediation activities have been completed.

### **3.7.6 Level of Significance After Mitigation**

The programmatic mitigation measures identified above would reduce potential impacts associated with hazards and hazardous materials to less than significant. Implementation of programmatic mitigation measure MM-HAZ-1 would require a survey prior to any demolition to characterize the potential exposure and potential release of ACM or LBPs. Implementation of programmatic mitigation measure MM-HAZ-2 would require the project applicant to prepare and submit a Phase I ESA to Los Angeles County to identify environmental conditions of the development site and determine whether contamination is present, would reduce the impacts of redevelopment on a site that is included on a list of hazardous materials site, to less than significant. Therefore, no significant unavoidable adverse impacts relating to hazards and hazardous materials have been identified for the project.

### **3.7.7 Cumulative Impacts**

Cumulative impacts occur when the potential impacts of one project are compounded with impacts of other development projects or from growth in the FFTOD Specific Plan Area. Hazards and hazardous materials impacts are compounded when multiple development projects would increase the presence of hazardous materials near the FFTOD Specific Plan Area or the potential for hazardous accidents to occur; however, use, transport, storage, and disposal of hazardous materials for all future projects within the FFTOD Specific Plan Area would be governed by the same regulations and agencies listed in this impact analysis. Implementation of existing regulations would minimize potential hazards from accidental release of hazardous materials. Other projects outside of the FFTOD Specific Plan Area would be subject to independent CEQA review, and projects that could expose people at schools within 0.25 mile to substantial hazards through emissions of hazardous substances would be required to implement feasible mitigation measures to reduce those hazards.

Projects adjacent to the FFTOD Specific Plan Area may be proposed on sites listed on environmental databases. CEQA review for these projects would include environmental site assessments (e.g., Phase I, II, or III ESAs). For projects within the FFTOD Specific Plan Area, when contaminated soil, soil vapor, or water are discovered on a site, cleanup to appropriate regulatory levels would be required before proposed land uses could be approved where people could come into contact with the contaminated material. Overall, continued compliance with laws and regulations governing hazardous materials and hazardous wastes described in Section 3.7.3



and implementation of regulatory requirements would ensure impacts on hazards and hazardous materials are not cumulatively considerable for buildout of the project. Such regulatory requirements would include practices in compliance with the U.S. DOT and Cal/OSHA standards for hazardous materials and hazardous waste transportation; the requirement that all hazardous waste generation, transportation, treatment, storage, and disposal be in compliance with the RCRA and the LACoFD as the designated CUPA; the requirement that all UST repairs or removals be conducted in accordance with the California Underground Storage Tank Regulations with oversight from the RWQCB, DTSC, LACoFD, SCAQMD and/or other regulatory agencies, as needed; the requirement that project construction within 10 feet of or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, electrical lines greater than 60,000 volts be designed in accordance with CCR, Title 9, Section 1541; and the requirement that any project-related demolition activities that have the potential to expose construction workers and/or the public to ACMs or lead-based LBP will be conducted in accordance with applicable regulations, including—but not limited to—SCAQMD’s Rule 1403, California HSC Section 39650 et seq., and CCR Title 8, Section 1529.

In addition to existing regulations, Programmatic Mitigation Measures HAZ-1 through HAZ-2 would reduce potentially significant impacts of the project related to hazardous materials to a level that is less than significant with mitigation incorporated. Therefore, the project’s contribution to cumulative hazards to the public or environment would be less than cumulatively considerable.

### 3.7.8 References

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## 3.8 HYDROLOGY AND WATER QUALITY

This section evaluates the potential for implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) to impact hydrology and water quality conditions. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the Earth's surface.

### 3.8.1 Environmental Setting

#### 3.8.1.1 Surface Water Hydrology

##### Regional Drainage

The FFTOD Specific Plan Area is within the Los Angeles River Watershed, which covers 834 square miles of land, spanning from its headwaters that originate in the Santa Monica, Santa Susana, and San Gabriel mountains in the west and north to San Pedro Bay. The watershed is shaped by the path of the Los Angeles River, which flows from its headwaters in the mountains east to the northern corner of Griffith Park; the channel then turns south and passes through the Glendale Narrows before flowing across the coastal plain and into San Pedro Bay near Long Beach.

As a result of intense urban development, the Los Angeles River has been transformed from an uncontrolled, meandering river providing a valuable source of water for early inhabitants to a mostly channelized flood protection waterway (Los Angeles County Public Works 2015).

##### Local Drainage

The FFTOD Specific Plan Area is completely developed and urbanized, occupied by residential, commercial, retail, and industrial land uses; the ground surface is generally flat, sloping gently from approximately 175 feet above mean sea level (amsl) in the northwest to 115 feet amsl in the southeast (Yamazaki et al. 2017). Stormwater in the FFTOD Specific Plan Area is managed by open channel flow in curb and gutter as the primary conveyance. The storm drainage system is a combination of public and privately maintained channels, including a majority of segments that are maintained by Los Angeles County Public Works within the Los Angeles County Flood Control District, a segment running along Nadeau Street east from Graham Avenue that is maintained by Los Angeles County Road Maintenance Division, and several drains in the area being maintained by private entities (AECOM 2021).

The entire system is gravity fed, reinforced concrete pipe from 18 inch to 90 inch, mostly 24 inches to 48 inches in diameter. Each branch empties into higher flow reinforced concrete boxes (RCBs) ranging 51 inches to 84 inches high and 54 inches to 105 inches wide running under Hooper Avenue on the western side of the FFTOD Specific Plan Area and under Crockett Boulevard and Hickory Street on the eastern side; comprising the Hooper Avenue Drain and Glen Avenue Drain systems, respectively. Both drains empty into Compton Creek Upper before emptying into the Los Angeles River.

Stormwater flow is typically north to south in the FFTOD Specific Plan Area. West of Graham Avenue, the flow is from east to west along Florence Avenue, Nadeau Street, and Firestone

Boulevard. East of Graham Avenue, the flow is west to east along same roads. The drains eventually outlet to Compton Creek, approximately 1.3 miles south of the FFTOD Specific Plan Area. Compton Creek flows southeast and discharges into Reach 2 of the Los Angeles River approximately 8 miles southeast of the FFTOD Specific Plan Area. Reach 2 of the Los Angeles River drains to Reach 1, which then discharges into the Los Angeles River Estuary at the River-Pacific Ocean interface. The overall stormwater system in the FFTOD Specific Plan Area is shown in Figure 3.8-1.

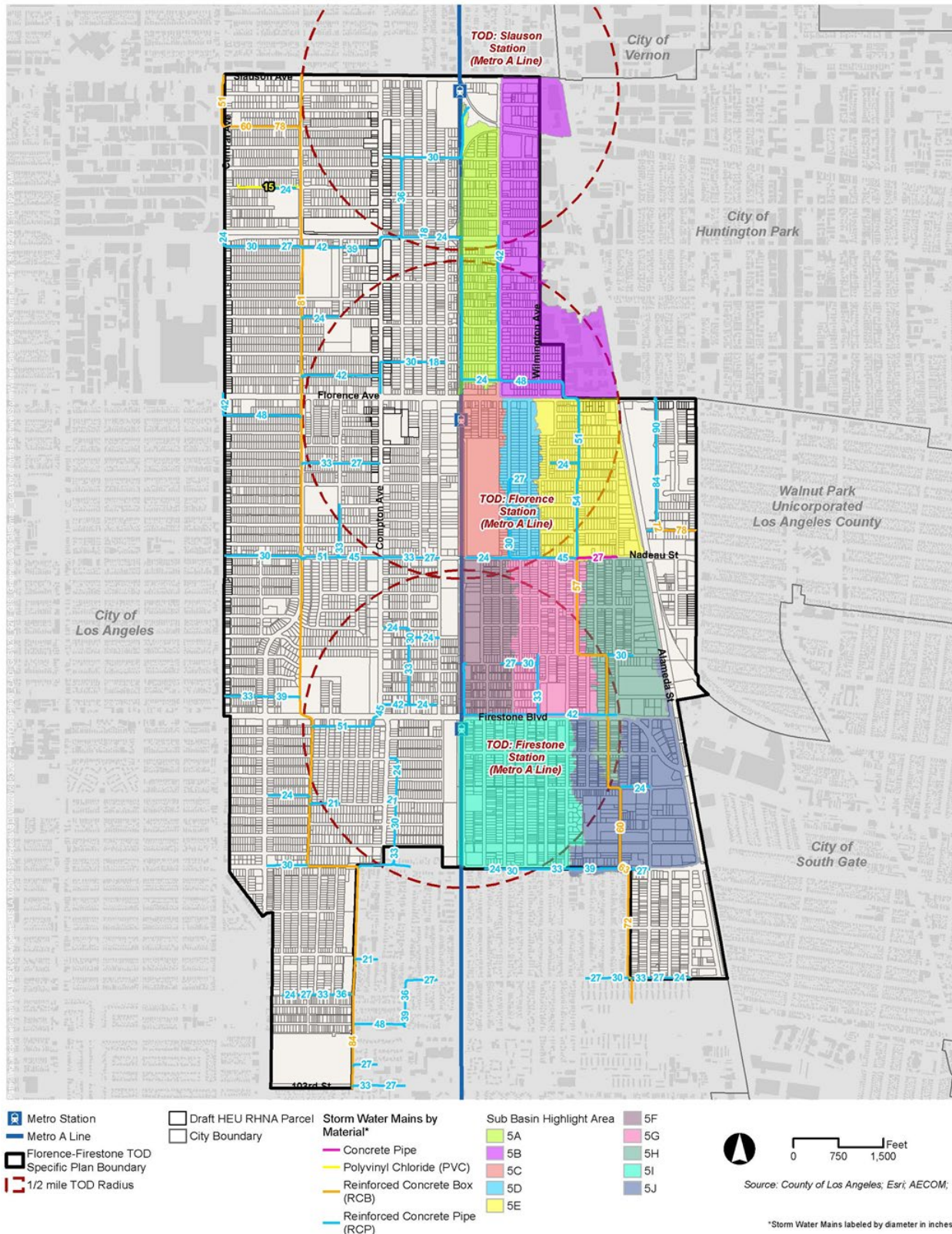
Section 303(d) of the federal Clean Water Act (CWA) requires states to identify waterbodies that are “impaired,” or those that do not meet water quality standards and are not supporting their beneficial uses. Total Maximum Daily Loads (TMDLs) are then designed to serve as pollution control plans for these specific pollutants. As provided in Table 3.8-1, all bodies of water are impaired with various pollutants and some TMDLs have already been developed for these impairments (CalEPA 2019).

**Table 3.8-1: TMDLs for Bodies of Water in Vicinity of FFTOD Specific Plan Area**

Reach	Impairment(s)	Source(s)	TMDL Date of Completion
Compton Creek	<ul style="list-style-type: none"> <li>Benthic macroinvertebrate bioassessments</li> <li>Coliform bacteria</li> <li>Copper</li> <li>Lead</li> <li>Trash</li> <li>pH</li> </ul>	<ul style="list-style-type: none"> <li>Source Unknown</li> <li>Point and nonpoint</li> <li>Point and nonpoint</li> <li>Point and nonpoint</li> <li>Nonpoint</li> <li>Point and nonpoint</li> </ul>	<ul style="list-style-type: none"> <li>2021</li> <li>2009</li> <li>2005</li> <li>2005</li> <li>2008</li> <li>2004</li> </ul>
Los Angeles River Reach 2 (Carson Street to Figueroa Street)	<ul style="list-style-type: none"> <li>Ammonia</li> <li>Coliform bacteria</li> <li>Copper</li> <li>Lead</li> <li>Nutrients</li> <li>Oil</li> <li>Trash</li> </ul>	<ul style="list-style-type: none"> <li>Point and nonpoint</li> <li>Point and nonpoint</li> <li>Unknown</li> <li>Point and nonpoint</li> <li>Point and nonpoint</li> <li>Nonpoint</li> <li>Urban runoff/storm sewers, nonpoint, surface runoff</li> </ul>	<ul style="list-style-type: none"> <li>2004</li> <li>2009</li> <li>2005</li> <li>2005</li> <li>2004</li> <li>2009</li> <li>2008</li> </ul>
Los Angeles River Reach 1 (Estuary to East Carson Street)	<ul style="list-style-type: none"> <li>Ammonia</li> <li>Cadmium</li> <li>Coliform bacteria</li> <li>Copper, dissolved</li> <li>Cyanide</li> <li>Diazinon</li> <li>Lead</li> <li>Nutrients (Algae)</li> <li>Trash</li> <li>Zinc, Dissolved</li> <li>pH</li> </ul>	<ul style="list-style-type: none"> <li>Unspecified point and nonpoint</li> <li>Unknown source</li> <li>Point and nonpoint</li> <li>Point and nonpoint</li> <li>Unknown source</li> <li>Unknown source</li> <li>Point and nonpoint</li> <li>Point and nonpoint</li> <li>Point and nonpoint</li> <li>Urban runoff/storm sewers, surface runoff, nonpoint</li> <li>Point and nonpoint</li> <li>Point and nonpoint</li> </ul>	<ul style="list-style-type: none"> <li>2004</li> <li>2005</li> <li>2009</li> <li>2005</li> <li>2019</li> <li>2019</li> <li>2005</li> <li>2004</li> <li>2008</li> <li>2005</li> <li>2003</li> </ul>
Los Angeles Estuary	<ul style="list-style-type: none"> <li>Chlordane, sediment</li> <li>DDT, sediment</li> <li>PCBs</li> <li>Sediment Toxicity</li> <li>Trash</li> </ul>	<ul style="list-style-type: none"> <li>Nonpoint</li> <li>Nonpoint</li> <li>Nonpoint</li> <li>Source unknown</li> <li>Nonpoint, urban runoff/storm sewers, surface runoff</li> </ul>	<ul style="list-style-type: none"> <li>2019</li> <li>2019</li> <li>2019</li> <li>2019</li> <li>2008</li> </ul>

Notes: DDT = dichlorodiphenyltrichloroethane; PCB = polychlorinated biphenyl; TMDL = Total Maximum Daily Load

Figure 3.8-1: Stormwater System in FFTOD Specific Plan Area



## Groundwater

Los Angeles County is in the Coastal Plain of Los Angeles Groundwater Basin, which is composed of four groundwater subbasins: the Santa Monica, Hollywood, West Coast, and Central subbasins (DWR 2013). The FFTOD Specific Plan Area is underlain by the Central Subbasin (Central Basin), which is 270 square miles and underlies portions of the Los Angeles River, Upper San Gabriel, and San Gabriel River/Rio Hondo Enhanced Watershed Management Program areas (DWR 2003). Recharge to the Central Basin occurs primarily by engineered recharge of stormwater, imported water, and reclaimed water along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System. This system is a series of dams, spreading grounds, and instream recharge systems that facilitate groundwater recharge into the Main San Gabriel Basin and Montebello Forebay of the Central Basin. Recycled water has been also delivered for recharge in the Montebello Forebay since 1962. Finally, the Central Basin includes one seawater intrusion barrier, the Alamitos Gap Seawater Intrusion Barrier, fed by treated imported water along with advanced water treatment recycled water (WRD 2016).

Groundwater quality reflects current and historical land uses. As a highly urban area, commercial and industrial activities have resulted in contamination due to leaking aboveground and underground storage tanks, leaking sewer and oil pipelines, spills, and illegal discharges. Many groundwater contamination plumes consist of priority contaminants such as petroleum fuels and additives (e.g., methyl tert-butyl ether), solvents (e.g., trichloroethylene and perchloroethylene), herbicides (e.g., atrazine, simazine, prometon), and other hazardous/toxic substances (e.g., arsenic, perchlorate). In general, contaminated plumes are found in shallow groundwater; however, as the aquifers and confining layers in these alluvial basins are typically interfingering, the quality of groundwater in the deeper production aquifers is threatened by the migration of pollutants from the upper aquifers (WRD 2016).

Between the 1900s and 1950s, groundwater was an important factor in urbanization of the Central basins. Excessive overpumping in the basins caused severe overdraft (i.e., lowered groundwater levels) and created a hydraulic gradient that resulted in seawater intrusion, which contaminated the coastal groundwater aquifers. To address this problem and halt the intrusion, three seawater intrusion barriers were constructed. While the water injection activities at the barriers were successful in halting further seawater intrusion, these efforts could not address the seawater that had already intruded into the Central and West Coast Basins before the barriers were constructed. These large plumes of saline water, referred to as “saline plumes,” are trapped inland of the injection wells, thereby degrading significant volumes of groundwater with high concentrations of chloride and total dissolved solids and decreasing the ability of affected aquifers to provide groundwater storage (WRD 2016).

In general, groundwater is of good quality in the main producing aquifers of the Central Basins. Localized areas of marginal to poor quality water exist, primarily at the basin margins where seawater intrusion occurred in the past and also in mostly shallow groundwater near environmental release sites. Groundwater has also been impacted by industrial activities that have introduced highly mobile human-made organic compounds such as solvents and fuel additives. These contaminated groundwater plumes are well documented. Areas of these contaminant plumes are designated to restrict recharge activities that may create an increased driver for contaminant migration (WRD 2016).



According to the Groundwater Wells map managed by the Los Angeles County Public Works, the groundwater level measured by wells within and in the vicinity of the FFTOD Specific Plan Area ranges from approximately 160 to 200 feet below ground surface (Los Angeles County Public Works 2021).

## **3.8.2 Regulatory Setting**

### **3.8.2.1 Federal**

#### **Clean Water Act**

The federal Water Pollution Control Act (or CWA) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the Waters of the United States (U.S.) and gives the U.S. Environmental Protection Agency (EPA) authority to implement pollution control programs, such as setting wastewater standards for industries. The statute's goal is to completely end all discharges and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants, sets water quality standards for all contaminants in surface waters, and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards for navigable bodies of water; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (i.e., a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into Waters of the U.S.

#### **National Pollutant Discharge Elimination System**

Under the National Pollutant Discharge Elimination System (NPDES) program (under Section 402 of the CWA), all facilities that discharge pollutants from any point source into Waters of the U.S. must have a NPDES permit. The term "pollutant" broadly applies to any type of industrial, municipal, and agricultural waste discharged into water. Point sources can be publicly owned treatment works (POTWs), industrial facilities, and urban runoff. The NPDES program addresses certain agricultural activities, but the majority are considered nonpoint sources and are exempt from NPDES regulation. Direct sources discharge directly to receiving waters, and indirect sources discharge to POTWs, which in turn discharge to receiving waters. Under the NPDES program, permits are issued only for direct, point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Nonprocess Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. The EPA has focused on integrating the NPDES program further into watershed planning and permitting (EPA 2012).

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 100,000 or more, as well construction sites 1 acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, human-made channels, and storm drains designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase I Final Rule. The Phase I Final Rule requires an operator (such as a city) of a regulated municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in postconstruction runoff to Los Angeles County's storm drain system from new development and redevelopment projects that result in land disturbance greater than or equal to 1 acre.

The MS4 Permit in effect for the FFTOD Specific Plan Area is Order No. R4-2012-0175-A01 issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) in 2012 and amended in 2016 (LARWQCB 2016). The Los Angeles County Public Works enforces conditions of the MS4 NPDES permit on development and redevelopment projects under Los Angeles County's jurisdiction.

### **3.8.2.2 State**

#### **Porter-Cologne Water Quality Act**

The Porter-Cologne Water Quality Act (Water Code Section 13000 et seq.) is the basic water quality control law for California. Under this act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards, carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The FFTOD Specific Plan Area is in the jurisdiction of LARWQCB Region 4, which encompasses the Los Angeles and Santa Monica Bay watersheds. The Basin Plan for Region 4 was adopted in 1995 and amended in 2020 (LARWQCB 2014). This Basin Plan gives direction on the beneficial uses of the state waters in Region 4, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards in the Basin Plan.

#### **Construction General Permit Order No. 2009-0009-DWQ**

Pursuant to the CWA, the SWRCB issued a statewide general NPDES permit for stormwater discharges from construction sites in 2001 (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and 2012-0006-DWQ; NPDES No. CAS000002). The permit has been administratively extended until a new order is adopted and becomes effective (SWRCB 2021). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of one acre or more are required to either obtain individual NPDES permits for stormwater discharges or be covered by the General Permit. Coverage by the



General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff and must contain a visual monitoring program, a chemical monitoring program for “nonvisible” pollutants to be implemented if there is a failure of BMPs, and a monitoring plan if the site discharges directly to a waterbody listed on the state’s 303(d) list of impaired waters.

### **3.8.2.3 Local**

#### **NPDES Permit No. CAS004001 (Municipal Separate Storm Sewer System Permit)**

The FFTOD Specific Plan is subject to the waste discharge requirements of the NPDES permit no. CAS004001 and the Los Angeles County MS4 permit (Order No. R4-2012-0175), which was amended by Order R4-2012-0175-A01 on September 8, 2016 (LARWQCB 2016). The Los Angeles County Flood Control District, Los Angeles County, and 84 incorporated cities in Los Angeles County (except Long Beach) are permittees under the MS4 permit. The permit covers approximately 3,100 square miles and serves a population of about 10 million. Permittees are required to comply with applicable water quality effluent limitations, develop and implement procedures necessary to reduce the discharge of pollutants into the MS4s to the maximum extent practicable, and implement BMPs. The FFTOD Specific Plan is required to comply with the Los Angeles County MS4 permit and Los Angeles County’s stormwater management program.

Los Angeles County’s MS4 permit also requires new development and redevelopment projects to retain a specified volume of stormwater runoff on site from a design storm event. Los Angeles County has adopted a low impact development (LID) ordinance and prepared a LID manual as a guideline for implementation of these requirements.

#### **Los Angeles County Low Impact Development Standards Manual**

Los Angeles County prepared the 2014 Low Impact Development Standards Manual (LID Standards Manual) to comply with the requirements of the MS4 permit (Los Angeles County Public Works 2014). The LID Standards Manual is an update and compilation of the following documents:

- Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan (September 2002)
- Technical Manual for Stormwater Best Management Practices in the County of Los Angeles (2004 Design Manual, February 2004)
- Stormwater Best Management Practice Design and Maintenance Manual (2010 Design Manual, August 2010)
- Low Impact Development Standards Manual (2009 LID Manual, January 2009)

The LID manual addresses the following objectives and goals:

- Lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other waterbodies

- Minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs, and other LID strategies
- Minimize erosion and other hydrologic impacts on all projects within natural drainage systems that have not been improved by requiring projects to incorporate properly designed, technically appropriate hydromodification control development principles, and technologies

Projects that are identified as “designated projects” are required to implement site design/LID and source control BMPs applicable to their specific designated project categories and treatment control BMPs where necessary. Designated projects include new industrial or commercial developments 10,000 square feet or more; restaurants, gas stations, or parking lots 5,000 square feet or more; and projects creating or replacing 5,000 square feet or more of impervious surfaces. Selection of LID and additional treatment control BMPs is based on the pollutants of concern for the specific project site and the BMP’s ability to effectively treat those pollutants.

The LID Standards Manual also has requirements for nondesignated projects. For small-scale nondesignated projects (residential development and redevelopment of four units or less), at least two of the following simple BMPs are to be incorporated into the site design: porous pavement, downspout routing, disconnection of impervious surfaces, dry wells, landscaping and landscape irrigation interception of runoff, or green roofs. For large-scale nondesignated projects (all nondesignated residential developments of five units or greater and all nonresidential, nondesignated projects), the change in Stormwater Quality Design Volume (SWQDv) must be retained through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless technically infeasible. To meet these requirements, large-scale nondesignated projects must conduct site assessment and identify design considerations, apply site-specific source control measures, calculate the change in SWQDv, implement stormwater quality control measures, implement any necessary hydromodification requirements, and develop a maintenance plan, if necessary.

### **Green Infrastructure Guidelines**

The Green Infrastructure Guidelines provide guidance for new construction and reconstruction of road and flood projects. The goal of the guidelines is to incorporate sustainable practices into the design, construction, and operation of Los Angeles County Public Works infrastructure. The guidelines provide LID design options to consider during planning or designing of road and flood projects intended to manage stormwater runoff.

All new development under the FFTOD Specific Plan shall:

- Demonstrate that site improvements do not introduce new flooding concerns upstream or downstream from the project
- Submit LID and/or SWPPPs—as required by the NPDES thresholds—to ensure preservation of water quality and mitigation of environmental impacts
- Incorporate BMPs, as appropriate to the project and parcel, consistent with the LID Manual and Green Infrastructure Guidelines

### 3.8.3 Methodology

The following analysis considers the existing environmental setting and regulatory environment applicable to the FFTOD Specific Plan Area. The analysis determines whether implementation of the FFTOD Specific Plan could adversely affect the quality of waterbodies during construction activities or result in a long-term increase in pollutant levels in stormwater originating from the FFTOD Specific Plan Area. The SWRCB 303(d) list was consulted to determine existing impairments in receiving waterbodies in the vicinity of the FFTOD Specific Plan Area. (these impairments are provided in Table 3.8-1). Considering the project characteristics and existing conditions, the following potential impacts were evaluated.

#### 3.8.3.1 Thresholds of Significance

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines and the Los Angeles County Environmental Checklist Form, the project would have a significant impact on hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces in a manner which would:
  - result in substantial erosion or siltation on or off site;
  - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;
  - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
  - Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The following thresholds listed below were scoped out of the analysis in the Initial Study (Appendix A), and are only discussed in Chapter 5, Other CEQA Considerations:

- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:
  - Impede or redirect flood flows which would expose existing housing or other insurable structures in a federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?
- Would the Project otherwise place structures in federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?

- Would the project conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?
- Would the project 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)?
- Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

### 3.8.4 Environmental Impacts

**HWQ-1:** *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

#### 3.8.4.1 Construction

Demolition of existing structures, removal of existing vegetation and trees, pavement and concrete replacement, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities could expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving-water quality. Furthermore, construction generally requires the use of heavy equipment and construction-related substances and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. Because each future development project pursuant to implementation of the FFTOD Specific Plan would be required to comply with NPDES requirements, BMPs would be in place to prevent potentially harmful materials from being accidentally spilled or improperly disposed of during construction activities. These BMPs would also substantially reduce the potential for contaminated surface water to wash into and pollute surface waters or groundwater. Although the receiving waters of the FFTOD Specific Plan Area (Compton Creek, Reach 2 of the Los Angeles River, Reach 1 of the Los Angeles River, and the Los Angeles River Estuary) are impaired for several pollutants, compliance with the NPDES would substantially reduce the potential for pollutants from construction sites to exacerbate the current impairment of downstream receiving waters.

Each future development project would be assessed individually to ensure compliance with applicable NPDES requirements. Future development projects disturbing more than 1 acre of ground surface would be required to develop a SWPPP as part of compliance with the Construction General Permit that implements BMPs designed to prevent water quality degradation. Types of BMPs include erosion control, sediment control, waste management, and post-construction, all of which would prevent the introduction of pollutants into runoff, and consequentially, receiving waters. Projects disturbing less than 1 acre of ground surface during construction would not be required to prepare a SWPPP but would be required to implement the minimum BMPs required by the Los Angeles County MS4 permit, thereby protecting water quality. Further, all permitted construction activities in the FFTOD Specific Plan Area would be required to implement the BMPs specified in the County Stormwater Pollution Control Requirements for Construction Activities. As a result, construction impacts related to water quality standards or waste discharge requirements from implementation of the FFTOD Specific Plan would be less than significant.

### 3.8.4.2 Operation

As described above, the receiving waters of the FFTOD Specific Plan Area are impaired by several pollutants. Future development in the FFTOD Specific Plan Area would include residential, mixed use, commercial, and industrial uses; pollutants associated with these land uses typically include sediments, trash, petroleum products, metals, and chemicals. Development of a satisfying designated project characterization per the LID Standards Manual would retain the estimated SWQDv through implementation of retention, biofiltration, vegetation-based, and/or treatment-based stormwater quality control measures. If retainment of the SWQDv is not technically feasible, designated projects would be required to treat the SWQDv prior to its release or contribute to groundwater recharge. Large-scale nondesignated projects would implement stormwater quality control measures to retain the change in SWQDv and small-scale nondesignated projects would be required to implement specific site design BMPs to filter and/or reduce runoff. By retaining and/or treating runoff on site, the amount of potentially pollutant-laden runoff leaving the site and contaminating receiving waters would be substantially reduced. As specified by LID practices, the FFTOD Specific Plan would incorporate retention-based stormwater quality control measures (e.g., bioretention, infiltration basin, dry well, permeable pavement), biofiltration measures, and vegetation-based stormwater quality control measures (e.g., stormwater planter or planter box, vegetated swale, green roof). Compliance with regulations and implementation of LID practices per LARWQCB requirements and Los Angeles County Public Works Green Infrastructure Guidelines would minimize pollutants being transported off site into downstream receiving waters, and projects implemented in accordance with the FFTOD Specific Plan would not violate water quality standards or waste discharge requirements.

Buildout of the FFTOD Specific Plan will generate little increase in runoff to the existing drainage system because the area is completely developed and projects will be required to incorporate LID practices per LARWQCB requirements and Los Angeles County Public Works Green Infrastructure Guidelines. However, based on existing infrastructure within the two drain systems, existing and Specific Plan buildout infrastructure capacities differ.

The Hooper Avenue Drain, composed of the current underground drainage system west of the Southern Pacific railroad line, has adequate capacity to carry the peak flow of the 25-year storm, inclusive of FFTOD Specific Plan buildout. However, any future development project having a direct connection to the Hooper Avenue Drain would require a drainage analysis, that is part of an individual infrastructure assessment, to confirm the need for any upgrades.

The Glen Avenue Drain originates at 63rd Street and Gage Avenue. The drain leaves the FFTOD Specific Plan Area heading south under Croesus Avenue and carries the runoff from the entire eastern half of the FFTOD Specific Plan Area. Preliminary study results showed this 72-inch by 72-inch RCB has insufficient capacity to carry the peak flow runoff generated by the 25-year storm. As such, future development projects tributary to the Glen Avenue Drain may need to implement drainage solutions to allow the drain to function within its designed capacity, or implement capacity improvements to the system. A drainage analysis that would be part of an individual infrastructure assessment would be required for all future development projects to determine the necessary upgrades.

As shown in Figure 3.8-1, each highlighted section represents basins served by the Glen Avenue Drain that may experience underground drainage system overflows due to deficient underground

flow capacity, with associated stress placed on curb and gutter drainage to carry the excess. Although the FFTOD Specific Plan Area is completely developed, individual site-specific development project assessment would be required to address drainage and capacity.

**HWQ-2:** *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Implementation of the FFTOD Specific Plan would include infill and redevelopment that would result in population growth; thereby increasing demand on water supplies. The FFTOD Specific Plan would result in a net increase of approximately 42,518 additional people associated with new housing units and 2,734 new jobs associated with new commercial development to the FFTOD Specific Plan Area. The FFTOD Specific Plan Area receives water from the Golden State Water Company (GSWC), which provides water to the Central Basin West service area (GSWC 2019). Water supplied to the Central Basin West service area is composed of groundwater pumped from the Central Groundwater Basin and water from the Colorado River Aqueduct and the State Water Project that is imported and distributed by the Metropolitan Water District of Southern California. GSWC has pumping rights to obtain their groundwater from the Central Groundwater Basin. These pumping rights were established as part of the adjudication of the Central Groundwater Basin in 1965 and amended in 1991. Because groundwater withdrawals from the Central Groundwater Basin are limited based on the adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve the proposed FFTOD Specific Plan to substantially impact the groundwater aquifer. Therefore, implementation of the FFTOD Specific Plan would result in less-than-significant impacts on the Central Groundwater Basin from groundwater use.

As described above, the Central Basin underlies the FFTOD Specific Plan Area; however, the area is completely developed, and therefore does not have much groundwater recharge potential. Buildout of the FFTOD Specific Plan would generate little increase in runoff to the existing drainage system because of the area's developed condition, and because future development projects would be required to incorporate LID practices per LARWQCB requirements and Los Angeles County Public Works Green Infrastructure Guidelines. The Central Basin is recharged mainly by stormwater, imported water, and reclaimed water along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System, which is several miles away from the FFTOD Specific Plan Area. Therefore, the FFTOD Specific Plan would not reduce the groundwater recharge potential of the FFTOD Specific Plan Area. In addition, the depth to groundwater in the vicinity of the FFTOD Specific Plan Area is approximately 160 to 200 feet below ground surface. Therefore, excavation for development in the FFTOD Specific Plan Area would not come into contact with groundwater or require dewatering during excavation activities to an extent that groundwater levels would be adversely affected. Furthermore, because groundwater is not present close to the ground surface, stormwater infiltration BMPs (as described in the County LID Standards Manual) would be technically feasible on site, the use of which could increase the amount of groundwater recharge in the FFTOD Specific Plan Area compared to existing conditions. Therefore, implementation of the FFTOD Specific Plan would result in less-than-significant impacts to the existing recharge capabilities of the area overlying the Central Groundwater Basin.

**HWQ-3:** *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off site?*

### 3.8.4.3 Construction

Construction of future development projects within the FFTOD Specific Plan Area would include excavation and the disturbance of the existing ground surface, thereby exposing bare soil and temporarily altering surface drainage patterns with the potential to cause erosion and siltation. However, construction activities would be required to implement erosion and sediment control BMPs required by the Construction General Permit and MS4 Permit regulations. Compliance with these regulations would ensure that substantial erosion or siltation does not occur on site. These requirements would include the implementation of BMPs as required by the County Pollution Control Requirements for Construction Activities. With implementation of erosion and sediment control BMPs, construction activities associated with future development projects pursuant to implementation of the FFTOD Specific Plan would result in less-than-significant erosion and siltation impacts.

### 3.8.4.4 Operation

Future development within the FFTOD Specific Plan Area would not involve the alteration of a stream or river. Because the area is completely developed, buildout of the FFTOD Specific Plan development is expected to generate little or no increase in runoff to the existing stormwater drainage system. The County LID Standards Manual requires the use of stormwater quality control measures to reduce the potential for erosion and siltation. The measures include the use of retention, biofiltration, vegetation-based, and/or treatment-based stormwater quality measures. Because future development projects would be required to implement the County LID Standards Manual and Green Infrastructure Guidelines, implementation of development within the FFTOD Specific Plan Area would result in a less-than-significant erosion and siltation impact during operations.

**HWQ-4:** *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?*

The majority of the FFTOD Specific Plan Area is built out with urban land uses. Each future development project pursuant to implementation of the FFTOD Specific Plan would be required to have site-specific hydrology and hydraulic studies to determine capacity of the existing storm drain systems and project-specific impacts on such systems prior to approval by the Los Angeles County Public Works. Each future development project would be required to comply with site-specific “allowable discharge rates,” as identified by the Los Angeles County Public Works, which limit peak flow discharges compared to existing conditions, thereby minimizing potential for flooding on- or off site.

Future development projects would be constructed and operated in accordance with the Los Angeles County MS4 permit (Order No. R4-2012-0175), which was amended by Order R4-2012-0175-A01. The MS4 permit requires new development and redevelopment projects to retain a specified volume of stormwater runoff from a design storm event on site. The LID Standards Manual provides guidance on how new development and redevelopment projects can meet these on-site retention requirements through stormwater quality control measures. In addition, future development projects that are identified as designated projects are required to implement site design/LID and source control BMPs applicable to their specific designated project categories and treatment control BMPs where necessary. Selection of LID and additional treatment control BMPs is based on the pollutants of concern for the specific project location and the BMP's ability to effectively treat those pollutants.

As such, buildout of the FFTOD Specific Plan would not cause a substantial increase in stormwater runoff and would not result in flooding on- or off site with compliance of the Los Angeles County MS4 permit and site-specific allowable discharge rates. Impacts would be less than significant.

**HWQ-5:** *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner that would create or contribute to runoff water and exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Storm drains within the FFTOD Specific Plan Area currently drain to different portions of Compton Creek. However, as stated previously, buildout of the FFTOD Specific Plan is expected to generate little or no increase in runoff to the existing drainage system because the area is completely developed. Compliance with regulations and implementation of LID practices per LARWQCB requirements and Los Angeles County Public Works Green Infrastructure Guidelines would minimize pollutants being transported off site into downstream receiving waters, which would stabilize and/or even reduce runoff in the area. Impacts related to exceeding the capacity of existing and planned storm drains would be less than significant.

As described under Impact HWQ-1, the FFTOD Specific Plan would not result in the generation of substantial sources of polluted runoff because the project would be required to comply with NPDES requirements, County Stormwater Pollution Control Requirements for Construction Activities, and the requirements of the County LID Standards Manual. However, although the FFTOD Specific Plan Area is completely developed, individual site-specific development project assessment would be required to address drainage and capacity needs, such that new development would not create or contribute to runoff water in excess of capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff.

**HWQ-6:** *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

As described, construction activities associated with the FFTOD Specific Plan would be required to comply with the NPDES permit that would include typical BMPs for erosion control, sediment control, and waste management. Operational activities associated with future development projects of the FFTOD Specific Plan would be required to meet MS4 permit requirements through



compliance with the County LID Standards Manual. In addition, GSWC has pumping rights to obtain their groundwater from the Central Groundwater Basin. These pumping rights were established as part of the adjudication of the Central Groundwater Basin in 1965 and amended in 1991. Because groundwater withdrawals from the Central Groundwater Basin are limited based on the adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies, that will serve the proposed FFTOD Specific Plan, to substantially impact the groundwater aquifer. Therefore, the implementation of the FFTOD Specific Plan would not conflict with a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

### **3.8.5 Programmatic Mitigation Measures**

Potential impacts to drainage capacity would be mitigated by implementing the following programmatic mitigation measure:

**MM HYD-1** Prior to the issuance of a grading permit for any future development project having a direct connection to Hooper Avenue Drain or that is tributary to Glen Avenue Drain, the project applicant/developer shall submit a site-specific infrastructure assessment for review and approval by Los Angeles County Public Works. The infrastructure assessment shall be sufficient for Los Angeles County Public Works to make the determination of whether drainage improvements or upgrades would be required as part of the development project. To assist in this determination, the site-specific infrastructure assessment shall include a detailed drainage analysis, including the consideration of drainage solutions (such as retention-based stormwater quality control measures on site or within public rights-of-way) that allow area drains to function within designed capacity, and/or system capacity improvements.

### **3.8.6 Level of Significance after Mitigation**

Implementation of programmatic mitigation measure MM HYD-1 that would require developers provide a site-specific infrastructure assessment with detailed drainage analysis would ensure sufficient drainage capacity, such that impacts would be reduced to a level that is less than significant.

### **3.8.7 Cumulative Impacts**

#### **3.8.7.1 Surface Water, Drainage, and Flood Hazards**

The geographic scope considered for cumulative impacts to surface water, drainage, and flood hazards is the Los Angeles River watershed. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the Construction General Permit, County Stormwater Pollution Control Requirements for Construction Activities, the County LID Standards Manual, and the MS4 NPDES permit. Compliance with these regulations would require the implementation of BMPs to ensure surface water quality, drainage patterns, and flood hazards would not be substantially impacted. Therefore, the project's contribution to cumulative impacts would be less than cumulatively considerable with regulatory compliance and BMP implementation.

### 3.8.7.2 Groundwater

The geographic scope for cumulative impacts related to groundwater impacts includes the approximately 227-square-mile service area of the Central Groundwater Basin. As cumulative development growth occurs within the Central Groundwater Basin, the water purveyors that will serve the future development will use groundwater as well as other water supplies to meet the future demand. However, each water purveyor that has rights to groundwater from the Central Groundwater Basin are limited based on the adjudication that established the pumping rights for each purveyor. Because groundwater withdrawals from the Central Groundwater Basin are limited based on that adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve cumulative development growth to substantially impact the groundwater aquifer. Therefore, the implementation of cumulative development would result in less-than-significant impacts on the Central Groundwater Basin from groundwater use. As stated previously, groundwater recharge for the Central Groundwater Basin occurs along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System. These areas have been established as groundwater recharge areas. Much of the remaining area overlying the Central Groundwater Basin contains impervious surfaces. Therefore, cumulative development would not substantially impact groundwater recharge capabilities within the Central Groundwater Basin. As a result, the implementation of cumulative development would result in less-than-significant impacts to recharge capabilities. Because the FFTOD Specific Plan would result in less-than-significant impacts on the Central Groundwater Basin and the recharge capabilities of the basin, the project's contribution to impacts on the Central Groundwater Basin is less than cumulatively considerable.

### 3.8.7.3 Water Quality

The geographic scope for cumulative impacts related to water quality includes the Los Angeles River watershed. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the Construction NPDES General Permit, County Stormwater Pollution Control Requirements for Construction Activities, and the County LID Standards Manual. Compliance with these regulations would result in the implementation of BMPs to reduce impacts on water quality and potential cumulative impacts on water quality would be less than cumulatively significant. Because the FFTOD Specific Plan would be required to implement the NPDES requirements, County Stormwater Pollution Control Requirements for Construction Activities, and the LID Ordinance requirements, the project would minimize its impact on water quality. Therefore, the project's contribution to cumulative water quality impacts would be less than cumulatively considerable.

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## 3.9 LAND USE AND PLANNING

This section evaluates potential impacts to land uses from implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan).

### 3.9.1 Environmental Setting

#### *Regional*

The proposed FFTOD Specific Plan Area is in Los Angeles County, which encompasses approximately 4,000 square miles. Approximately 64 percent of Los Angeles County is unincorporated with the majority of this area in the northern portions of the County that includes the Angeles National Forest, part of the Los Padres National Forest, and the Mojave Desert. The unincorporated areas in the southern portion of Los Angeles County consist of many noncontiguous land areas, including Florence-Firestone, which are often referred to as Los Angeles County's unincorporated urban islands.

#### *Local*

The FFTOD Specific Plan Area encompasses the Los Angeles County unincorporated community of Florence-Firestone. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.48 square miles. The FFTOD Specific Plan Area is surrounded on the north, south, and west by the city of Los Angeles and on the east by the city of Huntington Park, the city of South Gate, and the unincorporated community of Walnut Park. The community is between downtown Los Angeles and downtown Long Beach in proximity to major employment centers, including downtown Los Angeles, the ports of Long Beach and Los Angeles, and the industrial sector in southeast Los Angeles County. The area surrounding the FFTOD Specific Plan Area is heavily urbanized with residential, commercial, and industrial land uses. Specifically, the city of Los Angeles land uses surrounding the FFTOD Specific Plan Area to the north, west, and south include commercial, industrial, single-family, and multifamily residential, open space, and public facilities. The city of Huntington Park land uses bordering the FFTOD Specific Plan Area to the east include manufacturing and general commercial. The city of South Gate land uses bordering the FFTOD Specific Plan Area to the east include regional commercial, neighborhood medium residential, and light industrial. The unincorporated community of Walnut Park land uses bordering the FFTOD Specific Plan Area to the east include mixed commercial and general commercial.

Generally, the FFTOD Specific Plan Area is bounded on the north by Slauson Avenue; on the west by S Central Avenue from Slauson Avenue to E 103rd Street; on the east by Wilmington Avenue, Santa Fe Avenue, and S Alameda Street; and on the south by E 103rd Street and E 92nd Street. Three freeways (I-110, I-105, I-10) are within a 2.5-mile radius of the community. The existing setting of the FFTOD Specific Plan Area includes three Metro A (Blue) Line Stations that connect the community to major job centers and regional destinations spanning from downtown Los Angeles to Long Beach. In addition, Metro bus routes and Los Angeles Department of Transportation DASH routes serve the area. While multiple public transit options can be found in the community, access to transit is hindered by critical safety barriers for pedestrians and cyclists, including narrow and damaged sidewalks, poor lighting, lack of transit-supportive wayfinding signage, lack of connecting bikeways, and few station access points to the elevated platform (at

the Slauson Station). Land uses near the Metro stations are predominantly industrial, including land dedicated for railroad operations and a large open storage facility adjacent to Slauson Station. This existing land use pattern is a barrier for connecting jobs and housing more closely to the transit services. Current access points to the stations are narrow and difficult to navigate. Bus stops in the station area also lack basic accommodations such as benches, shelters, and sufficient lighting. Cyclists in the area lack safe, separated bicycle facilities and must instead travel in mixed-traffic, high-stress, and dangerous conditions that are not safe for children, elderly, or inexperienced cyclists. One Class II bicycle lane is disconnected to the local and regional bikeway network. Overall, the FFTOD Specific Plan Area is not conducive to facilitating robust transit access and lack the community-serving land uses needed to increase transit use and encourage new transit oriented development.

The FFTOD Specific Plan Area is currently regulated by the Florence-Firestone Community Plan (FFCP) that was updated in 2019 to reflect the associated land use designations from the Los Angeles County 2035 General Plan. Residential uses are the dominant use by land area in the existing FFTOD Specific Plan Area. A summary of existing General Plan Land Use Designations for the FFTOD Specific Plan Area is provided in Table 3.9-1:

**Table 3.9-1: Existing General Plan Land Use Designations in the FFTOD Specific Plan Area**

General Plan Land Use Designation	Acres	Percentage of FFTOD Specific Plan Area
Residential 9 (H9, single-family residences)	46.47	2.77%
Residential 18 (H18, single-family and two-family residences)	785.46	46.79%
Residential 30 (H30, single-family and multi-family residences)	164.08	9.77%
General Commercial (CG)	178.42	10.63%
Heavy Industrial (IH)	111.06	6.62%
Light Industrial (IL)	108.37	6.46%
Mixed Use (MU)	26.08	1.55%
Parks and Recreation (OS-PR)	68.78	4.10%
Public and Semi-Public (P)	190	11.32%

Source: Florence-Firestone Community Plan (DRP 2019)

Zones for the FFTOD Specific Plan Area are regulated by Los Angeles County Code of Ordinances Title 22; base zones in Division 3 of the code apply, with additional Florence-Firestone Community Standards District (FFCSD) in Division 12 Chapter 22.324 applicable. Residential zones comprise the majority of zones in the proposed FFTOD Specific Plan Area, totaling approximately 61 percent of all land. The largest overall zone, including residential, is the Limited Density Multiple Residence zone (R-3), making up approximately 32 percent of land in the FFTOD Specific Plan Area. A summary of the existing zones for the FFTOD Specific Plan Area is provided in Table 3.9-2:

**Table 3.9-2: Existing Zones**

Zones	Acres	Percentage of FFTOD Specific Plan Area
Single-Family Residence (R-1)	46.47	2.77%
Two-Family Residence (R-2)	368.41	21.95%
Limited Density Multiple Residence (R-3)	540.69	32.21%
Medium Density Multiple Residence (R-4) (listed as Unlimited Residential in the FFCP)	62.58	3.73%
Residential Planned Development (RPD)	5.48	0.33%
Light Agricultural (A-1)	0.28	0.02%
Neighborhood Business (C-2)	33.46	1.99%
General Commercial (C-3)	164.53	9.80%
Unlimited Commercial Development Program (C-3-DP)	0.18	0.01%
Commercial Manufacturing (C-M)	16.07	0.96%
Institutional (IT)	86.15	5.13%
Light Manufacturing (M-1)	112.17	6.68%
Restricted Heavy Manufacturing (M-1.5)	1.33	0.08%
Restricted Heavy Manufacturing (M-2)	134.21	7.99%
Unlimited Manufacturing (M-3)	6.73	0.40%
Open Space (O-S)	99.96	5.95%

Source: Florence-Firestone Community Plan (DRP 2019)

### 3.9.2 Regulatory Setting and Regional/Local Advisory Documents

#### State

##### ***California Global Warming Solutions Act***

The California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32 and Senate Bill [SB] 535) required a sharp reduction in greenhouse gas (GHG) emissions, reducing to 1990 levels by 2020. AB 32 recognizes that climate change is a threat to the well-being, public health, natural resources, and the environment of California.<sup>18</sup> AB 32 is a cap-and-trade program and is one of several strategies that California uses to reduce GHG emissions that cause climate change. The funds must be used for programs that further reduce GHG emissions. Under the 2012 SB 525 (de Leon), disadvantaged communities in California are specifically targeted for investment of proceeds from the State's cap-and-trade program, directing that 25 percent of the proceeds from the GHG reduction fund go to projects that provide a benefit to disadvantaged communities. These investments are aimed at improving public health, quality of life, and economic opportunity in California's most burdened communities while simultaneously reducing the pollution that causes climate change. The legislation gave CalEPA responsibility for identifying those communities and CalEPA released its list of disadvantaged communities for the purpose of SB 535 in April 2017 using CalEnviroScreen 3.0 results. The results included the communities of the unincorporated areas of Los Angeles County. The Green Zones Program is a step taken by Los Angeles County to use land use planning to improve the health and quality of life of its residents while working

toward the goals established by the California Global Warming Solutions Act through reduction of the pollution that causes climate change.

### ***California Planning and Zoning Law***

California Planning and Zoning Law requires the legislative body of each county to prepare and adopt a comprehensive, long term general plan for the physical development of the county (Government Code Section 65300-66499.58). Under Government Code Section 65302, each adopted General Plan must include a Land Use Element. The Land Use Element designates the proposed general distribution, location, and extent of the uses of the land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land. Government Code section 65300.5 requires a General Plan to be “integrated and internally consistent and compatible state of policies.” In addition, a General Plan must not only be internally consistent but vertically consistent with other land use and development approvals such as specific plans and the agency’s zoning and development regulations.

### ***Planning for Healthy Communities Act***

The Planning for Healthy Communities Act (SB 1000) is a State environmental justice initiative taken to improve local planning efforts to reduce environmental and health impacts and ensure that communities consider environmental and pollution impacts on local residents. SB 1000 requires cities and counties with disadvantaged communities to address certain health considerations within an environmental justice element or through related goals, policies, and objectives. This includes the communities of the unincorporated areas of Los Angeles County that have been disproportionately impacted by pollution from industrial uses, particularly in communities where zoning and land use patterns resulted in incompatible land uses in close proximity to each other. Therefore, the Green Zones Program has been developed both in alignment with SB 1000 by including relevant policies in the general plan and to develop targeted land use policies and zoning standards that improve the health and quality of life for residents.

### ***Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy***

The Southern California Association of Governments (SCAG) develops the Regional Transportation Plan (RTP), which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura counties. SB 375 was enacted to reduce GHG emissions from motor vehicles and light trucks through integrated transportation, land use, housing, and environmental planning. Under the law, SCAG is tasked with developing a Sustainable Communities Strategy (SCS), an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit oriented development. This overall land use development pattern



supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The 2016 RTP/SCS identifies priorities for transportation planning in the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area (SCAG 2016). The Regional Transportation Improvement Programs, also prepared by SCAG based on the RTP, lists all of the regional funded/programmed improvements within the next 5 to 7 years. To qualify for California Environmental Quality Act (CEQA) streamlining benefits under SB 375, a project must be consistent with the RTP/SCS.

The 2020–2045 RTP/SCS, also known as Connect SoCal, is a long-range visioning plan that builds on and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020). The SCAG Regional Council adopted Connect SoCal on September 3, 2020.

## **Local**

### ***Los Angeles County Code of Ordinances – Title 22 Planning and Zoning***

Los Angeles County’s Code of Ordinances Title 22 – Planning and Zoning (Zoning Code) regulates all land uses, buildings, structures, and land in the unincorporated area of Los Angeles County based on the designated zoning and land use category. The Zoning Code regulates permitted uses, minimum required areas, maximum height limits, minimum required parking, building setbacks, maximum lot coverage, floor area ratio, and other standards that limit the type and intensity of use for a given zone (see Table III.E-1, Planning and Permitting Requirements). A particular land use in a designated zone may be allowed (i.e., permitted)—pursuant to the requirements of a Conditional Use Permit—if a site plan has been reviewed and approved. Governmental and quasi-governmental agencies may be exempt from portions of Title 22 pursuant to provisions of the California Government Code. Currently the zones and land use designations that permit sensitive uses do not have requirements for remediating the effects of incompatible adjacent uses.

### ***Florence-Firestone Community Plan***

The FFCP is a long-range, comprehensive plan for the unincorporated community of Florence-Firestone. The plan is an outgrowth of a visioning process conducted in 2009, which yielded a vision document based on community feedback. The community plan is based on the framework established in the vision plan and includes specific goals, policies, and implementation actions to guide future development and maintenance in the community. The community plan was recommended for approval to the board of supervisors by the Regional Planning Commission on November 15, 2017. The Board of Supervisors held their public hearing on February 27, 2018 and indicated their intent to approve the project. The Board of Supervisors adopted the FFCP on September 3, 2019.

### ***Los Angeles County General Plan 2035***

The Los Angeles County General Plan 2035 was adopted by the Board of Supervisors on October 6, 2015 and provides the policy framework for how and where unincorporated Los Angeles County will grow through the year 2035 (DRP 2015). The General Plan accommodates new housing and jobs within the unincorporated areas in anticipation of population growth in the Los Angeles County and the region. The General Plan includes a Transit Oriented District (TOD) Program (Program LU-2 in Chapter 16 General Plan Implementation Programs) that adds new transit oriented districts and expands existing transit oriented districts from approximately a 0.25-mile radius to 0.5-mile radius from the transit stations. The General Plan states that transit oriented districts are well-suited for higher density housing and mixed uses in urban and suburban areas, with commercial nodes, employment, and civic activities, and identifies the proposed FFTOD Specific Plan Area as a transit oriented district. The objective of the TOD Program is to prepare a TOD Specific Plan for each transit oriented district in Los Angeles County, with goals to: 1) increase walking, bicycling, and transit ridership and reduce vehicle miles traveled (VMTs); 2) facilitate compact, mixed use development; 3) increase economic activity; 4) facilitate the public investment of infrastructure improvements; and 5) streamline the environmental review process for future infill development projects. The General Plan policies related to the FFTOD Specific Plan are listed below.

#### **Land Use Element**

**Policy LU 1.11:** Require a General Plan amendment for any deviation from the intensities, densities, and uses allowed by the General Plan (to apply the appropriate designation from the General Plan Land Use Legend), unless allowances for flexibility are specified in the specific plan.

**Policy LU 1.12:** Require development regulations and zoning for new specific plans to be consistent with their corresponding General Plan land use designation.

**Policy LU 1.13:** Allow specific plans to include implementation procedures for flexibility, such as development phasing, and redistribution of intensities and uses, as appropriate.

**Policy LU 2.6:** Consider the role of arts and culture in community-based planning efforts to celebrate and enhance community character.

**Policy LU 2.7:** Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.

**Policy LU 2.8:** Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation.

**Policy LU 2.9:** Use the General Plan Land Use Legend and the Hazard, Environmental and Resource Constraints Model to inform the development of land use policy maps.

**Policy LU 2.10:** Ensure consistency between land use policy and zoning by undergoing a comprehensive zoning consistency analysis that includes zoning map changes and Zoning Code amendments, as needed.

**Policy LU 4.1:** Encourage infill development in urban and suburban areas on vacant, underused, and/or brownfield sites.

**Policy LU 4.2:** Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.

**Policy LU 4.3:** Encourage transit oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.

**Policy LU 4.4:** Encourage mixed use development along major commercial corridors in urban and suburban areas.

**Policy LU 5.1:** Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.

**Policy LU 5.2:** Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.

**Policy LU 5.3:** Support a mix of land uses that promote bicycling and walking and reduce VMTs.

**Policy LU 5.4:** Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks near employment centers.

**Policy LU 5.5:** Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types, and styles.

**Policy LU 5.10:** Encourage employment opportunities and housing to be developed in proximity to one another.

**Policy LU 7.1:** Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.

**Policy LU 9.2:** Encourage patterns of development that promote physical activity.

**Policy LU 10.3:** Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.

**Policy LU 10.4:** Promote environmentally sensitive and sustainable design.

**Policy LU 10.5:** Encourage the use of distinctive landscaping, signage, and other features to define the unique character of districts, neighborhoods, or communities; encouraging community identity, pride, and interaction.

**Policy LU 10.6:** Encourage pedestrian activity through the following:

- Designing the main entrance of buildings to front the street
- Incorporating landscaping features
- Limiting masonry walls and parking lots along commercial corridors and other public spaces
- Incorporating street furniture, signage, and public events and activities

- Using wayfinding strategies to highlight community points of interest

**Policy LU 10.7:** Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.

**Policy LU 10.8:** Promote public art and cultural amenities that support community values and enhance community context.

**Policy LU 10.10:** Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.

**Policy LU 11.1:** Encourage new development to employ sustainable energy practices, such as using passive solar techniques and/or active solar technologies.

**Policy LU 11.2:** Support the design of developments that provide substantial tree canopy cover and use light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

**Policy LU 11.3:** Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.

**Policy LU 11.4:** Promote environmentally sensitive and sustainable design.

### Mobility Element

**Policy M 1.1:** Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and people with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.

**Policy M 2.1:** Provide transportation corridors/networks that accommodate pedestrians, equestrians, and bicyclists; and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.

**Policy M 2.2:** Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:

- Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles
- Wider lanes may still be required for lanes adjacent to the curb and where buses and trucks are expected
- Low-speed designs
- Access management practices developed through a community-driven process
- Back in angle parking at locations that have available roadway width and bike lanes, where appropriate

**Policy M 2.3:** Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following intersection designs, whenever appropriate and feasible:

- Right-angle intersections that reduce intersection skew
- Smaller corner radii to reduce crossing distances and slow turning vehicles
- Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets
- Crossings at all legs of an intersection
- Shorter crossing distances for pedestrians
- Right-turn channelization islands; sharper angles of slip lanes may also be used.
- Signal progression at speeds that support the target speed of the corridor
- Pedestrian push buttons when pedestrian signals are not automatically recalled
- Walk interval on recall for short crossings
- Left-turn phasing
- Prohibit right turn on red
- Signs to remind drivers to yield to pedestrians

**Policy M 2.4:** Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible:

- Designs that limit dead-end streets and dead-end sidewalks
- Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops
- Designs for curb ramps that are pedestrian friendly and compliant with the Americans with Disabilities Act (ADA)
- Perpendicular curb ramps where feasible
- Pedestrian walking speed based on the latest standard for signal timing; slower speeds should be used when appropriate (e.g., near senior housing, rehabilitation centers)
- Approved devices to extend the pedestrian clearance times at signalized intersections
- Accessible Pedestrian Signals at signalized intersections
- Pedestrian crossings at signalized intersections without double or triple left or right turn lanes
- Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing, and leading pedestrian intervals at signalized intersections
- Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes
- Advance stop lines at signalized intersections
- Pedestrian Hybrid Beacons
- Medians or crossing islands to divide long crossings
- High visibility crosswalks
- Pedestrian signage
- Advanced yield lines for uncontrolled crosswalks
- Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic
- Safe and convenient crossing locations at transit stations and transit stops at safe intersections

**Policy M 2.5:** Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:

- Bicycle signal heads at intersections
- Bicycle signal detection at all signalized intersections
- Wayfinding signage
- Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction
- Appropriate lighting on all bikeways, including those in rural areas
- Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards

**Policy M 2.6:** Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.

**Policy M 2.7:** Require sidewalks, trails, and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.

**Policy M 2.8:** Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

**Policy M 2.9:** Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.

**Policy M 2.10:** Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.

**Policy M 4.1:** Expand transportation options that reduce automobile dependence.

**Policy M 4.4:** Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and people with disabilities.

**Policy M 4.8:** Provide and maintain appropriate signage for streets, roads, and transit.

**Policy M 4.10:** Support the linkage of regional and community-level transportation systems, including multi-modal networks.

**Policy M 5.1:** Facilitate transit oriented land uses and pedestrian-oriented design, particularly in the first/last mile connections to transit, to encourage transit ridership.

**Policy M 5.2:** Implement parking strategies that facilitate transit use and reduce automobile dependence.

**Policy M 6.4:** Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

**Policy M 7.1:** Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible.

### Housing Element

**Policy 1.4:** Assist housing developers to identify and consolidate suitable sites for developing housing for low- and moderate-income households and those with special needs.

**Policy 2.1:** Support the development of housing for low- and moderate-income households and those with special needs near employment and transit.

**Policy 2.2:** Encourage mixed use developments along major commercial and transportation corridors.

**Policy 3.1:** Promote mixed income neighborhoods and a diversity of housing types throughout the unincorporated areas to increase housing choices for all economic segments of the population.

### Air Quality Element

**Policy AQ 3.5:** Encourage energy conservation in new development and municipal operations.

**Policy AQ 3.6:** Support rooftop solar facilities on new and existing buildings.

### Conservation and Natural Resources Element

**Policy C/NR 5.6:** Minimize point and nonpoint source water pollution.

**Policy C/NR 6.1:** Support the Low Impact Development (LID) philosophy, which incorporates distributed, postconstruction parcel-level stormwater infiltration as part of new development.

**Policy C/NR 14.1:** Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent practicable.

**Policy C/NR 14.3:** Support the preservation and rehabilitation of historic buildings.

**Policy C/NR 14.6:** Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

### Parks and Recreation Element

**Policy P/R 1.2:** Provide additional active and passive recreation opportunities based on a community's setting, recreational needs, and preferences.

### Noise Element

**Policy N 1.1:** Employ land uses to buffer noise-sensitive uses from sources of adverse noise impacts.

**Policy N 1.2:** Reduce exposure to noise impacts by promoting land use compatibility.

**Policy N 1.3:** Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies.

**Policy N 1.5:** Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise

insulation of new multifamily dwellings constructed within the 60 decibel Community Noise Equivalent Level or Day-Night Average Sound Level noise exposure contours.

**Policy N 1.6:** Ensure cumulative impacts related to noise do not exceed health-based safety margins.

**Policy N 1.9:** Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 A-weighted decibels Community Noise Equivalent Level and above, when unavoidable impacts are identified.

**Policy N 1.11:** Maximize buffer distances and design and orient sensitive receptor structures (e.g., hospitals, residential) to prevent noise and vibration transfer from commercial/light industrial uses.

**Policy N 1.12:** Decisions on land adjacent to transportation facilities (such as the airports, freeways, and other major highways) must consider both existing and future noise levels of these transportation facilities to ensure the compatibility of proposed uses.

### Safety Element

**Policy S 1.1:** Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.

**Policy S 1.2:** Prohibit the construction of most structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed.

### Public Services and Facilities Element

**Policy PS/F 1.1:** Discourage development in areas without adequate public services and facilities.

**Policy PS/F 1.2:** Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.

**Policy PS/F 2.1:** Support water conservation measures.

**Policy PS/F 8.2:** Support library mitigation fees that adequately address the impacts of new development.

### Economic Development Element

**Policy ED 1.1:** Encourage a diverse mix of industries and services in each Planning Area.

**Policy ED 2.4:** Ensure high standards of development and encourage environmentally sustainable practices in economic development activities.

**Policy ED 2.5:** Encourage employment opportunities in proximity to housing.

**Policy ED 2.6:** Encourage community-serving uses (such as childcare centers and personal services) in proximity to employment centers.

**Policy ED 2.7:** Incentivize economic development and growth along existing transportation corridors and in urbanized areas.



**Policy ED 4.4:** Incentivize infill development in urban and suburban areas that revitalizes underused commercial and industrial areas.

### ***Los Angeles County Transit Oriented District Toolkit***

In order to prepare for as many as five additional rail stations throughout unincorporated areas of Los Angeles County as well as additional stations in the future, Los Angeles County developed the Transit Oriented District (TOD) Toolkit (formerly known as TOD Guidelines). The TOD Toolkit provides a framework for a consistent approach to public infrastructure and transportation-related improvements to support land-use decisions in areas within a 0.5-mile radius of the stations.

The TOD Toolkit helps ensure that public infrastructure improvements support land use plans by facilitating both public and private investment in affordable housing and transit-friendly development. It will identify enhancements that the community needs and supports, that market forces, and potential funding mechanisms encourage.

### ***OurCounty Sustainability Plan***

OurCounty is a regional sustainability plan for Los Angeles. The plan outlines what local governments and stakeholders can do to enhance the well-being of every community in Los Angeles County while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution. This plan envisions streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels.

### ***Los Angeles County Climate Action Plan (in progress)***

The 2020 Community Climate Action Plan describes Los Angeles County's plan to reduce the impacts of climate change by reducing GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020. Los Angeles County's existing Community Climate Action Plan document was adopted by the board of supervisors in 2015 as a component of the Los Angeles County General Plan 2035; it expired in 2020 and will be replaced by the Los Angeles County Climate Action Plan (CAP). The Los Angeles County CAP will tie together existing climate change initiatives and provide a blueprint for deep carbon reductions. Through this updated CAP, Los Angeles County is targeting carbon neutrality by 2045 in unincorporated Los Angeles County.

The Los Angeles County CAP will outline actions that Los Angeles County plans to take to reduce GHG emissions and adapt to a changing climate in unincorporated areas. The Los Angeles County CAP will include a GHG inventory and a roadmap for addressing emissions from stationary energy (used by buildings and other facilities), transportation, waste, industrial, agricultural, and land use sectors. Mitigation measures identified in the plan will also yield community co-benefits, including improvements in air quality, public health, mobility, and resilience. The Los Angeles County CAP will be aligned with the General Plan as well as the OurCounty Sustainability Plan to support decision-makers in delivering climate compatible solutions in unincorporated Los Angeles County.

### 3.9.3 Methodology

This section examines the potential for the FFTOD Specific Plan to conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, including relevant policies and regulations in the Los Angeles County General Plan, the Los Angeles County zoning code, and the SCAG RTP/SCS.

#### ***Thresholds of Significance***

In accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist, the project would have a significant impact on land use and planning if it would cause a significant environmental impact due to a conflict with any Los Angeles County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The Appendix G significance criteria listed below were scoped out of the analysis for further consideration in the Initial Study (Appendix A) and are described in Chapter 5, Other CEQA Considerations:

- Physically divide an established community
- Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas

### 3.9.4 Environmental Impacts

**LUP-1:** *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

As described below, the FFTOD Specific Plan Area comprises established roadway and transit networks and an urbanized land use designation pattern. The FFTOD Specific Plan would provide for targeted increases in development capacity that is intended to provide affordable housing, encourage active transportation, and improve access to the Metro A Line Slauson, Florence, and Firestone stations consistent with Los Angeles County policies. The FFTOD Specific Plan includes Guiding Principles and Concepts for each station and that serve as criteria for decision making. The proposed zones in the FFTOD Specific Plan Area along with the proposed Guiding Principles and Concepts are consistent with Los Angeles County policies and ensure land use designation compatibility and minimization of potential environmental impacts as build-out of the FFTOD Specific Plan occurs. The Guiding Principles for the community-wide transit oriented development and development concepts for each station are as follows:

#### Guiding Principles

Guiding Principle 1: Promote pedestrian-friendly, active transit-oriented districts and corridors that support land uses that provide a variety of local services, employment, and housing.

Guiding Principle 2: Increase housing supply near transit that includes a variety of options for residents and families at different income levels.

Guiding Principle 3: Support a green community through enhanced streetscapes, a variety of publicly accessible open spaces, landscaping, and sustainability.

Guiding Principle 4: Encourage placemaking that embraces the vibrant culture of the community.

Guiding Principle 5: Support local jobs and opportunities through a variety of employment-generating uses.

Guiding Principle 6: Improve safety, connectivity, access, and ease of use for all modes of transportation.

Guiding Principle 7: Collaborate to promote equitable outcomes and inclusive economic development.

Guiding Principle 8: Collaborate with other local and regional entities to implement plan objectives efficiently and comprehensively.

### Community-Wide Transit Oriented Development Concepts

- Focus mixed use zoning (mix of services and homes) around Metro stations to activate those areas
- Support the Metro Rail-to-River corridor and future West Santa Ana Branch light rail extension through Slauson Station improvements
- Enhance and expand the public realm through setbacks that expand the sidewalk, pedestrian crossing upgrades, and bicycle facility upgrades
- Blend new development with existing neighborhoods through massing and setback requirements
- Combine improvements in sidewalks, bicycle facilities, and setback conditions to create active transit corridors that make accessing stations easier

### Slauson Station Concept

- Focus the highest densities, to enable more homes, businesses, and services, in walking distance of the Slauson Station
- Enhance pedestrian access with wayfinding and improved street crossings
- Formalize the pathway to the station from 60th Street
- Extend mixed use corridors to Compton Avenue and Homes Avenue to create a connected transit oriented development area around the station

### Florence Station Concept

- Reinforce and enhance the “Florence Mile” as an active mixed-use corridor and central destination for the community
- Blend new homes and services with the neighborhood context
- Improve station access with a new pedestrian bridge and upgraded street crossing

- Scale infill development for a variety of housing options to support family-oriented neighborhoods

### Firestone Station Concept

- Preserve the character and stability of the residential neighborhoods
- Maintain existing neighborhood density while increasing opportunities for accessory dwelling units and duplex housing options
- Allow neighborhood-scaled mixed use along the Firestone and Compton corridors
- Improve pedestrian station access through upgrading of the rail undercrossing

The following discussion demonstrates how the FFTOD Specific Plan would be consistent with the applicable SCAG and General Plan goals and policies that are intended to avoid or mitigate adverse environmental effects. As a result, impacts related to the project's consistency with applicable SCAG and Los Angeles County plans and policies would be less than significant.

### SCAG Policies

As part of 2020-2045 RTP/SCS (Connect SoCal), SCAG prepared the Regional Growth Forecast, which provides a set of socioeconomic projections. Categorized by county and city, the report includes historical data from 2016, and projections of population, housing, and employment for 2045. The socioeconomic estimates and projections in the Growth Forecast are used for federal- and state-mandated long-range planning efforts, such as the RTP, the Air Quality Management Plan, the Regional Transportation Improvement Program, and the Regional Housing Needs Assessment. The estimates also provide guidance to local governments in planning for jobs and housing.

The intent of the FFTOD Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone community that would provide more opportunities for affordable housing, encourage transit oriented development, promote active transportation, improve access to transit, reduce VMTs, and streamline the environmental review of future development projects. The socioeconomic data associated with the land use changes proposed in the FFTOD Specific Plan Area include higher densities and more growth than is assumed in Connect SoCal (consistent with its goals for focusing higher-density development in transit-rich areas).

Mobility is an important component of sustainability and integrated planning in Connect SoCal. The FFTOD Specific Plan would be consistent with the policy framework and goals of Connect SoCal. The overall goals of Connect SoCal are to:

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase people and goods movement and travel choices in the transportation system
5. Reduce GHG emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel

9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

The FFTOD Specific Plan would provide more opportunities for affordable housing, encourage transit oriented development, promote active transportation, improve access to transit, reduce VMTs, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of Connect SoCal. Therefore, the FFTOD Specific Plan would be consistent with and would not conflict with SCAG's regional planning goals and policies.

### Los Angeles County General Plan

The FFTOD Specific Plan would involve infill development and redevelopment of underused parcels within walking distance of the existing Metro A Line Slauson, Florence, and Firestone stations. The FFTOD Specific Plan includes rezoning land use designations to introduce additional mixed uses and enhance the transit-oriented development pattern to the area. This is consistent with related General Plan policies provided in Table 3.9-3.

**Table 3.9-3: Consistency of the FFTOD Specific Plan with 2035 General Plan Policies**

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
<b>Land Use Element</b>		
LU-1.11	Require a General Plan amendment for any deviation from the intensities, densities, and uses allowed by the General Plan (to apply the appropriate designation from the General Plan Land Use Legend), unless allowances for flexibility are specified in the specific plan.	Consistent. The proposed FFTOD Specific Plan would require a General Plan amendment to implement specific land use designations so that the community is more consistent with the transit oriented policies in Los Angeles County’s General Plan. Therefore, the FFTOD Specific Plan is consistent with this policy.
LU-1.12	Require development regulations and zoning for new specific plans to be consistent with their corresponding General Plan land use designation.	Consistent. The FFTOD Specific Plan would amend the currently designated uses or increase the intensity or density of the on-site designated uses. The FFTOD Specific Plan includes development regulations and proposes new zones to be consistent with the transit oriented policies and land uses in Los Angeles County’s General Plan. A General Plan amendment would be required to implement specific land use designations to provide additional consistency with the transit oriented policies in Los Angeles County’s General Plan. The proposed FFTOD Specific Plan includes zones and amended General Plan designations so that both are consistent with each other. Therefore, the FFTOD Specific Plan would be consistent with this specific policy.
LU-1.13	Allow specific plans to include implementation procedures for flexibility, such as development phasing, and redistribution of intensities and uses, as appropriate.	Consistent. The FFTOD Specific Plan provides flexibility in density, land use designations, and does not provide a specific phasing timeline. The FFTOD Specific Plan provides a range of uses, development standards, performance standards, and sustainability guidelines that provide the ability for the FFTOD Specific Plan to meet its objectives, while providing flexibility to respond to economic changes and a range of potential development proposals. Therefore, the FFTOD Specific Plan is consistent with this policy.
LU-2.6	Consider the role of arts and culture in community-based planning efforts to celebrate and enhance community character.	Consistent. The FFTOD Specific Plan includes provisions to incorporate public art and murals within the design of public amenities and open spaces, such as the reconstructed pedestrian bridge; and therefore, is consistent with this policy.
LU-2.7	Set priorities for FFTOD Planning Area specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.	Consistent. The FFTOD Specific Plan sets housing, transportation, and open space amenities as priority objectives for the project. Therefore, the FFTOD Specific Plan is consistent with this policy.

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
LU-2.8	Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation.	Consistent. It was determined, as described in Section 3.16, Utilities and Service Systems, that infrastructure improvements to the existing water system, sewer system, stormwater drainage system, and aboveground electric system could be necessary to accommodate build-out of the FFTOD Specific Plan. The other existing utility infrastructure has the ability to serve build-out of the FFTOD Specific Plan in addition to other existing services. Overall, Los Angeles County has been in coordination with all of the service providers in the Florence-Firestone community; therefore, the project has been implemented in compliance with this policy.
LU-2.9	Use the General Plan Land Use Legend and the Hazard, Environmental and Resource Constraints Model to inform the development of land use policy maps.	Consistent. As described in Section 3.5, Geology and Soils; Section 3.7, Hazards and Hazardous Materials; and Section 3.8, Hydrology and Water Quality; the General Plan information related to land use designations, hazards, constraints, and environmental resources were used in preparation of this EIR analysis and were used in preparing the FFTOD Specific Plan zoning designation maps.
LU-2.10	Ensure consistency between land use policy and zoning by undergoing a comprehensive zoning consistency analysis that includes zoning map changes and Zoning Code amendments, as needed.	Consistent. Preparation of the FFTOD Specific Plan included a comprehensive consistency analysis of existing land use designations, proposing new zones in the area, and general plan amendments to ensure zoning and general plan consistency.
LU-4.1	Encourage infill development in urban and suburban areas on vacant, underused, and/or brownfield sites.	Consistent. The purpose of the FFTOD Specific Plan is to implement infill development and redevelopment of underused and vacant parcels within walking distance of the Slauson, Florence, and Firestone stations.
LU-4.2	Encourage the adaptive reuse of underused structures and the revitalization of older, economically distressed neighborhoods.	Consistent. The purpose of the FFTOD Specific Plan is to implement infill development and redevelopment of underused parcels in the older economically distressed Florence-Firestone community.
LU-4.3	Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	Consistent. The purpose of the FFTOD Specific Plan is to implement transit-oriented infill development and redevelopment within walking distance of the Slauson, Florence, and Firestone stations.
LU-4.4	Encourage mixed use development along major commercial corridors in urban and suburban areas.	Consistent. Implementation of the FFTOD Specific Plan would specifically direct mixed use development along the major corridors in the urban Florence-Firestone community.
LU-5.1	Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types, and styles.	Consistent. Implementation of the FFTOD Specific Plan would accommodate a mix of residential land use designations that range from single-family development to high density multifamily development throughout existing residential and future mixed-use neighborhoods in the Florence-Firestone community.
LU-5.2	Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.	Consistent. Implementation of the Specific Plan would provide zones for a mix of commercial, retail, and public facilities that would meet both regional needs (such as medical, educational, and Metro uses) and local needs (such as retail and restaurants) for the residents, students, and employees in the FFTOD Specific Plan Area daily.
LU-5.3	Support a mix of land uses that promote bicycling and walking and reduce VMTs.	Consistent. The FFTOD Specific Plan would implement a transit oriented land use designation design that includes pedestrian and bicycle facilities that would connect major land use designations and transportation in the FFTOD Specific Plan Area. Major areas that would be

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
		connected include: the Rail-to-River Corridor, 60th Street, Compton Avenue, Homes Avenue, the Florence Mile; the Florence and Compton corridors; the Slauson, Florence, and Firestone stations; and the mixed-use neighborhoods.
LU-5.4	Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers.	Consistent. The FFTOD Specific Plan provides zones to encourage community serving uses including education facilities, medical facilities, and commercial centers to be maintained and expanded upon within the FFTOD Specific Plan Area that provide substantial employment through these same uses.
LU-5.5	Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.	Consistent. Implementation of the FFTOD Specific Plan would accommodate a mix of residential land use designations that range from single-family development to high density multi-family development throughout existing residential and future mixed-use neighborhoods in the FFTOD Specific Plan Area.
LU-5.10	Encourage employment opportunities and housing to be developed in proximity to one another.	Consistent. The purpose of the FFTOD Specific Plan is to implement infill development and redevelopment of the FFTOD Specific Plan Area to generate a mixed use community, where employment, housing, retail, and multi-modal mobility uses are developed in proximity to one another and to the existing Slauson, Florence, and Firestone stations.
LU-7.1	Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.	Consistent. The FFTOD Specific Plan includes zoning development standards, founded on the FFCSD overlay, to implement design techniques to ensure that sensitive land use designations such as residential, schools, and hospitals are not adversely impacted by traffic, noise, light, and safety impacts from adjacent uses.
LU-9.2	Encourage patterns of development that promote physical activity.	Consistent. The intent of the FFTOD Specific Plan is to implement a transit oriented development that promotes walking and bicycling between various community uses. The project would implement additional sidewalk pedestrian routes and on-street bicycle routes. Walking and bicycling are physical activities that would be a result of project implementation.
LU-10.3	Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.	Consistent. The FFTOD Specific Plan includes Land Use Regulations, Zone Standards, and Supplemental Development Standards for each of the land use designations that would be implemented by the project. These regulations and standards include massing, height, materials, styles, setbacks, landscaping, and other features that are considered specifically for each of the environments in the diverse FFTOD Specific Plan Area.
LU-10.4	Promote environmentally sensitive and sustainable design.	Consistent. The FFTOD Specific Plan includes Supplemental Development Standards related to site and building design, solar resources, and water efficiency.
LU-10.5	Encourage the use of distinctive landscaping, signage, and other features to define the unique character of districts, neighborhoods, or communities, and engender community identity, pride, and community interaction.	Consistent. The FFTOD Specific Plan includes Land Use Regulations, Zone Standards, and Supplemental Development Standards for each of the different zones to enhance the definition and unique character of the FFTOD Specific Plan Area.



Policy Number	Policy Text	Statement of Consistency or Nonconsistency
LU-10.6	Encourage pedestrian activity through the following: <ul style="list-style-type: none"> <li>• Designing the main entrance of buildings to front the street</li> <li>• Incorporating landscaping features</li> <li>• Limiting masonry walls and parking lots along commercial corridors and other public spaces</li> <li>• Incorporating street furniture, signage, and public events and activities</li> <li>• Using wayfinding strategies to highlight community points of interest</li> </ul>	Consistent. The intent of the FFTOD Specific Plan is to implement a transit oriented development that promotes walking and pedestrian activity. Consistent with this policy, the project would incorporate pedestrian-oriented circulation infrastructure (such as sidewalks and crossings), landscaping, wayfinding signage, street lighting, and street amenities along pedestrian and bicycle routes.
LU-10.7	Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.	Consistent. The FFTOD Specific Plan includes opportunities to enhance public space by provision of a pedestrian environment along commercial corridors (see response to Policy 10.6 above) and connections to the Slauson, Florence, and Firestone stations.
LU-10.8	Promote public art and cultural amenities that support community values and enhance community context.	Consistent. The FFTOD Specific Plan includes provisions to incorporate public art and murals in the design of public amenities and open spaces, such as a pedestrian bridge; and therefore is consistent with this policy.
LU-10.10	Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.	Consistent. The FFTOD Specific Plan includes Land Use Regulations, Zone Standards, and Supplemental Development Standards to identify the various distinctive buildings and focal points of the FFTOD Specific Plan Area. Therefore, the proposed FFTOD Specific Plan is consistent with this policy.
LU-11.1	Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.	Consistent. The FFTOD Specific Plan includes Supplemental Development Standards related to site and building design, solar resources, and water efficiency. Therefore, the FFTOD Specific Plan is consistent with this policy.
LU-11.2	Support the design of developments that provide substantial tree canopy cover and use light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.	Consistent. See response to Policy 11.1 above.
LU-11.3	Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.	Consistent. See response to Policy 11.1, above.
LU-11.4	Promote environmentally sensitive and sustainable design.	Consistent. See response to Policy 11.1, above.

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
<b>Mobility Element</b>		
M-1.1	Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.	Consistent. The FFTOD Specific Plan would implement a transit oriented land use design that includes pedestrian and bicycle facilities that would connect major land uses and transportation within the FFTOD Specific Plan Area. Major areas that would be connected include: the Rail-to-River Corridor, 60th Street, Compton Avenue, Homes Avenue, the Florence Mile; the Florence and Compton corridors; the Slauson, Florence, and Firestone stations; and the mixed-use neighborhoods. The project would implement additional sidewalk pedestrian routes and on-street bicycle routes. Development of all new facilities would be ADA accessible as required by federal and state law.
M-2.1	Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.	Consistent. As described under response to Policy 1.1 above, the FFTOD Specific Plan would implement a transit oriented land use design that includes pedestrian and bicycle facilities that would connect major land uses, such as: the Rail-to-River Corridor, 60th Street, Compton Avenue, Homes Avenue, the Florence Mile; the Florence and Compton corridors; the Slauson, Florence, and Firestone stations; and the mixed-use neighborhoods. The project would implement additional sidewalk pedestrian routes and on-street bicycle routes. The proposed pedestrian and bicycle facilities would be designed to specifically accommodate the unique urban uses in the FFTOD Specific Plan Area.
M-2.2	<p>Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Lane width reductions to 10 or 11 feet in low-speed environments with a low volume of heavy vehicles</li> <li>• Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected</li> <li>• Low-speed designs</li> <li>• Access management practices developed through a community-driven process</li> <li>• Back-in angled parking at locations with adequate roadway width and bike lanes, where appropriate</li> </ul>	Consistent. The FFTOD Specific Plan provides appropriate accommodations for pedestrian and bicycle facilities by developing sidewalk and intersection improvements and bicycle routes, including adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street, and implementing complete street strategies with traffic calming measures. The FFTOD Specific Plan includes various accommodations to improve pedestrian and bicycle facilities and comply with the Los Angeles County 2012 Bicycle Master Plan.
M-2.3	<p>Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following intersection designs, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Right-angle intersections that reduce intersection skew</li> <li>• Smaller corner radii to reduce crossing distances and slow turning vehicles</li> </ul>	Consistent. The FFTOD Specific Plan provides accommodations for pedestrian and bicycle facilities by developing sidewalks and bicycle routes and implementing various traffic calming streetscape and crosswalk designs. These design improvements include Class IV bicycle lanes, sidewalk restriping, curb ramps, Pedestrian Hybrid Beacons, mid-block crosswalks, curb extensions, speed bumps, raised crosswalks, traffic circles, and roundabouts.

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
	<ul style="list-style-type: none"> <li>• Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets</li> <li>• Crossings at all legs of an intersection</li> <li>• Shorter crossing distances for pedestrians</li> <li>• Right-turn channelization islands. Sharper angles of slip lanes may also be used</li> <li>• Signal progression at speeds that support the target speed of the corridor</li> <li>• Pedestrian push buttons when pedestrian signals are not automatically recalled</li> <li>• Walk interval on recall for short crossings</li> <li>• Left-turn phasing</li> <li>• Prohibit right turn on red</li> <li>• Signs to remind drivers to yield to pedestrians</li> </ul>	
M-2.4	<p>Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Designs that limit dead-end streets and dead-end sidewalks</li> <li>• Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops</li> <li>• Designs for curb ramps, which are pedestrian friendly and ADA compliant</li> <li>• Perpendicular curb ramps at locations where it is feasible</li> <li>• Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (e.g., near senior housing, rehabilitation centers)</li> <li>• Approved devices to extend the pedestrian clearance times at signalized intersections</li> <li>• Accessible Pedestrian Signals at signalized intersections</li> <li>• Pedestrian crossings at signalized intersections without double or triple left or right turn lanes</li> </ul>	<p>Consistent. The FFTOD Specific Plan, as described above provides accommodations to ensure a comfortable pedestrian environment by developing sidewalks that connect various uses within the area and would be compliant with all Los Angeles County regulations, including lighting, ADA access, and Department of Traffic and Lighting design guidelines. The specific intersection design improvements that are proposed include: 1) adding/restriping high visibility crosswalks at existing marked crossings; 2) adding curb ramps and truncated domes at existing marked crossings; 3) adding pedestrian hybrid beacons or rectangular rapid flashing beacons at existing marked mid-block crossings; and 4) adding high visibility crosswalks at unmarked crossings at intersections and at new mid-block crossing locations. The implementation of these proposed intersection design improvements would result in the project being consistent with this policy.</p>

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
	<ul style="list-style-type: none"> <li>• Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections</li> <li>• Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes</li> <li>• Advance stop lines at signalized intersections</li> <li>• Pedestrian Hybrid Beacons</li> <li>• Medians or crossing islands to divide long crossings</li> <li>• High-visibility crosswalks</li> <li>• Pedestrian signage</li> <li>• Advanced yield lines for uncontrolled crosswalks</li> <li>• Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic</li> <li>• Safe and convenient crossing locations at transit stations and transit stops located at safe intersections</li> </ul>	
M-2.5	<p>Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Bicycle signal heads at intersections</li> <li>• Bicycle signal detection at all signalized intersections</li> <li>• Wayfinding signage</li> <li>• Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction</li> <li>• Appropriate lighting on all bikeways, including those in rural areas</li> <li>• Designs, or other similar features, such as shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards</li> </ul>	<p>Consistent. The FFTOD Specific Plan provides accommodations for bicycling by providing Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street, implementing traffic calming measures, and providing wayfinding signage.</p>
M-2.6	<p>Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.</p>	<p>Consistent. The intent of the FFTOD Specific Plan is to implement a transit-oriented development that promotes walking and bicycling between various community uses. The project would implement additional sidewalk pedestrian routes and Class IV protected bicycle routes. Therefore, the project would promote active transportation.</p>

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
M-2.7	Require sidewalks, trails, and bikeways to accommodate the existing and projected volume of pedestrian, equestrian, and bicycle activity, considering both the paved width and the unobstructed width available for walking.	Consistent. The proposed bikeways and pedestrian paths would be developed to accommodate the projected volume of use. A network of pedestrian and bicycle paths and improvements are proposed in the FFTOD Specific Plan Area. The pedestrian improvements such as sidewalks and improvements at intersections will accommodate future pedestrian activity. The bicycle improvements include the implementation of Class IV protected bike paths that consist physical separation from motor traffic using a vertical feature, designated for the exclusive use of bicycles. The separation may include grade separation, flexible posts, inflexible barriers, or on-street parking. These proposed improvements would accommodate future increases in pedestrian and bicycle activity in the FFTOD Specific Plan Area.
M-2.8	Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.	Consistent. The FFTOD Specific Plan includes pedestrian and bicycle facilities that would connect major land uses and transportation in the FFTOD Specific Plan Area. Major areas that would be connected include: the Rail-to-River Corridor, 60th Street, Compton Avenue, Homes Avenue, the Florence Mile; the Florence and Compton corridors; the Slauson, Florence, and Firestone stations; and the mixed-use neighborhoods.
M-2.9	Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.	Consistent. The FFTOD Specific Plan would implement streetscape improvements that consist of street trees, street furniture, street lighting, signage, landscaping, and public art.
M-2.10	Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.	Consistent. The FFTOD Specific Plan would include street furniture, street lighting, signage, landscaping, and bicycle lock up facilities.
M-4.1	Expand transportation options that reduce automobile dependence.	Consistent. The FFTOD Specific Plan would expand transportation options that reduce automobile dependence by implementing a transit oriented land use design that includes pedestrian and bicycle facilities that would connect major land uses and transportation in the FFTOD Specific Plan Area.
M-4.4	Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and people with disabilities.	Consistent. The FFTOD Specific Plan would expand mobility and increase transit access for underserved transit users by implementing a transit oriented land use design that would connect major land uses to the Slauson, Florence, and Firestone stations by pedestrian and bicycle facilities. Development of all new facilities would be ADA compliant as required by federal and state law.
M-4.8	Provide and maintain appropriate signage for streets, roads, and transit.	Consistent. The FFTOD Specific Plan would implement a wayfinding signage program that would help people orient themselves in the physical space and navigate from destination to destination by use of signage, markers, and/or monuments.
M-4.10	Support the linkage of regional and community-level transportation systems, including multimodal networks.	Consistent. The FFTOD Specific Plan would link the regional and community-level transportation systems by maintaining roadways and parking facilities and providing pedestrian and bicycle facilities that connect to the regional Metro system.
M-5.1	Facilitate transit oriented land uses and pedestrian oriented design, particularly in the first/last mile connections to transit, to encourage transit ridership.	Consistent. The intent of the FFTOD Specific Plan is to implement a transit oriented development that promotes walking and bicycling between various community uses and the Slauson, Florence, and Firestone stations.

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
M-5.2	Implement parking strategies that facilitate transit use and reduce automobile dependence.	Consistent. The FFTOD Specific Plan includes sufficient parking to ensure the economic viability and success of the community, to provide parking in convenient locations to users, and to efficiently manage parking in a manner that supports a walkable and pedestrian-friendly environment. Considering the unique context of the Florence-Firestone community, which includes an older housing stock that may have fewer parking spaces per unit, a higher number of people per unit than Los Angeles County average, and concerns about rising cost of living that may induce displacement in the community, the FFTOD Specific Plan recommends a comprehensive parking study as the most immediate implementation action. Some initial ideas that will be explored further in the comprehensive parking study include in-lieu parking fees for projects having difficulty meeting parking requirements, flexible parking standards to set upper and lower limits, Los Angeles County-managed off-street parking structures and lots, on-street flex zones, electric vehicle carshare parking, and parking sensor technology. The implementation of these design strategies would facilitate transit use and reduce automobile dependence while addressing the needs of the Florence-Firestone community.
M-6.4	Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.	Consistent. The FFTOD Specific Plan includes Supplemental Development Standards to implement design techniques to ensure that residential uses are not adversely impacted by traffic or noise impacts from adjacent nonresidential uses.
M-7.1	Minimize roadway runoff through the use of permeable surface materials and other low impact designs, wherever feasible.	Consistent. The FFTOD Specific Plan includes numerous potential opportunities to minimize roadway stormwater runoff. Any future development project having a direct connection to Hooper Avenue Drain or that is tributary to Glen Avenue Drain will be required to prepare a site-specific infrastructure assessment that will be used to determine whether drainage improvements or upgrades would be required as part of the development project. The FFTOD Specific Plan would meet green infrastructure and LID requirements for stormwater control by implementing retention-based stormwater quality control measures (e.g., bioretention, infiltration basin, dry well, permeable pavement), biofiltration, and vegetation-based stormwater quality control measures (e.g., stormwater planter [or planter box], vegetated swale, green roof), as well as the LID requirements that include demonstrating that site improvements do not introduce new flooding concerns upstream or downstream from the project, submitting LID and/or Storm Water Pollution Prevention Plans, as required by the NPDES thresholds, to preservation of water quality and mitigation of environmental impacts, and incorporating best management practices, as appropriate to the project and parcel, consistent with the LID Manual and Green Infrastructure Guidelines. Overall, the FFTOD Specific Plan would be consistent with this policy.
<b>Housing Element</b>		
Policy 1.4	Assist housing developers to identify and consolidate suitable sites for developing housing for low- and moderate-income households and those with special needs.	Consistent. The FFTOD Specific Plan identifies underused and vacant parcels in the FFTOD Plan Area and provides the planning structure to consolidate and redevelop sites to provide infill development that would consist of various residential dwelling types for low- and moderate-income households. The location of the development would be within proximate

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
		distance to existing bus routes and the Slauson, Florence, and Firestone stations to assist people with disabilities.
Policy 2.1	Support the development of housing for low- and moderate-income households and those with special needs near employment and transit.	Consistent. Implementation of the FFTOD Specific Plan would accommodate a mix of residential land use designations that range from single-family development to high density multifamily development near the community’s commercial corridors and the existing Slauson, Florence, and Firestone stations.
Policy 2.2	Encourage mixed use developments along major commercial and transportation corridors.	Consistent. Implementation of the FFTOD Specific Plan would specifically direct mixed-use development along the major corridors in the urban Florence-Firestone community.
Policy 3.1	Promote mixed income neighborhoods and a diversity of housing types throughout the unincorporated areas to increase housing choices for all economic segments of the population.	Consistent. Implementation of the FFTOD Specific Plan would accommodate a mix of residential land use designations that range from single-family development to high density multifamily development throughout existing residential and future mixed-use neighborhoods in the Florence-Firestone community.
<b>Air Quality Element</b>		
AQ-3.5	Encourage energy conservation in new development and municipal operations.	Consistent. The FFTOD Specific Plan includes Supplemental Development Standards related to site and building design, solar resources, and water efficiency.
AQ-3.6	Support rooftop solar facilities on new and existing buildings.	Consistent. The FFTOD Specific Plan includes Supplemental Development Standards that support inclusion of solar facilities in new development.
<b>Conservation and Natural Resources Element</b>		
C/NR-5.6	Minimize point and nonpoint source water pollution.	Consistent. As described in Section 3.8, Hydrology and Water Quality, development projects that would be implemented by the FFTOD Specific Plan would be required to implement NPDES required Storm Water Pollution Prevention Plans during construction and LID designs in compliance with RWQCB and Los Angeles County’s LID Standards during operations to minimize sources of water pollution.
C/NR 6.1	Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development.	Consistent. As described in Section 3.8, Hydrology and Water Quality, development projects that would be implemented by the proposed FFTOD Specific Plan would be required to implement LID designs in compliance with RWQCB and Los Angeles County’s LID Standards.
C/NR 14.1	Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.	Consistent. As described in Section 3.3, Cultural Resources, mitigation measures are included to reduce potential impacts to historic, cultural, and paleontological resources to the greatest extent feasible.
C/NR 14.3	Support the preservation and rehabilitation of historic buildings.	Consistent. As described in Section 3.3, Cultural Resources, the Mitigation Measure CUL-1 would support preservation of historic buildings by requiring a historical resources assessment performed by an architectural historian or historian meeting SOI’s Professional Qualification Standards; as well as requires SOI Standards for Treatments and/or recordation if needed.

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
C/NR 14.6	Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.	Consistent. Mitigation measures described in Section 3.3, Cultural Resources, require proper notification and recovery processes in areas that could contain historic, cultural, and paleontological resources.
<b>Parks and Recreation Element</b>		
P/R-1.2	Provide additional active and passive recreation opportunities based on a community’s setting, and recreational needs and preferences.	Consistent. The FFTOD Specific Plan Area is urban and developed with existing uses that do not provide substantial opportunity for additional recreation. However, the FFTOD Specific Plan includes an opportunity to develop publicly accessible open space, such as pocket parks and plazas to serve the community. The FFTOD Specific Plan would meet required common and private open space and therefore, the FFTOD Specific Plan would be consistent with this policy.
<b>Noise Element</b>		
N-1.1	Employ land uses to buffer noise-sensitive uses from sources of adverse noise impacts.	Consistent. The FFTOD Specific Plan includes zoning regulations to implement design techniques to ensure that residential uses are not adversely impacted by noise.
N-1.2	Reduce exposure to noise impacts by promoting land use compatibility.	Consistent. See response above to Policy 1.1.
N-1.3	Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through best available technologies.	Consistent. See response above to Policy 1.1.
N-1.5	Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contours.	Consistent. Implementation of the FFTOD Specific Plan would be required to implement new development consistent with all regulations including the State Noise Insulation Standards.
N-1.6	Ensure cumulative impacts related to noise do not exceed health-based safety margins.	[Consistent. As described in Section 3.10, Noise, the FFTOD Specific Plan would result in less than significant cumulative impacts related to noise.
N-1.9	Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.	Consistent. The FFTOD Specific Plan includes zoning regulations to implement design techniques to ensure that residential uses are not adversely impacted by noise from adjacent nonresidential uses.
N-1.11	Maximize buffer distances and design and orient sensitive receptor structures (e.g., hospitals, residential) to prevent noise and vibration transfer from commercial/light industrial uses.	Consistent. The FFTOD Specific Plan includes zoning regulations to implement design techniques to ensure that residential uses are not adversely impacted by traffic, noise, light, and safety impacts from adjacent nonresidential uses.
N-1.12	Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these	Consistent. The FFTOD Specific Plan includes zoning regulations to implement design techniques to ensure that residential uses are not adversely impacted by noise from adjacent nonresidential uses.



Policy Number	Policy Text	Statement of Consistency or Nonconsistency
	transportation facilities to assure the compatibility of proposed uses.	
<b>Safety Element</b>		
S-1.1	Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.	Consistent. The FFTOD Specific Plan Area is not within or adjacent to an Alquist-Priolo Fault Zone. The closest known fault is the Newport-Inglewood-Rose Canyon Fault approximately 2.4 miles southwest of the FFTOD Specific Plan Area.
S-1.2	Prohibit the construction of most structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed.	Consistent. See response to Policy 1.1 above, the project would not result in construction of structures within a fault zone.
<b>Public Services and Facilities Element</b>		
PS/F-1.1	Discourage development in areas without adequate public services and facilities.	Consistent. As described in Section 3.12, Public Services, the new land uses that would be implemented by the FFTOD Specific Plan would be served by adequate public services, including fire services, police services, school services, and library services. Therefore, the project would not result in developments without adequate public services or facilities.
PS/F-1.2	Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.	Consistent. See response to Policy 1.1.
PS/F-2.1	Support water conservation measures.	Consistent. The proposed FFTOD Specific Plan includes Sustainable Supplemental Development Standards related to site and building design for water efficiency. In addition, projects implemented under the FFTOD Specific Plan would be required to meet all CALGreen and Title 24 water conservation requirements.
PS/F-8.2	Support library mitigation fees that adequately address the impacts of new development.	Consistent. The development that would occur per the FFTOD Specific Plan would be required to pay all development impact fees, including library mitigation fees, as described in Section 3.12, Public Services.
<b>Economic Development Element</b>		
ED-1.1	Encourage a diverse mix of industries and services in each Planning Area.	Consistent. The purpose of the proposed FFTOD Specific Plan is to implement infill development and redevelopment of the project area to generate a mixed-use community, providing diverse industries that include retail, housing, medical, educational, office, and related support industries.
ED-2.4	Ensure high standards of development and encourage environmentally sustainable practices in economic development activities.	Consistent. The FFTOD Specific Plan includes Land Use Regulations, Zone Standards, and Supplemental Development Standards for each of the land use designations that would be implemented by the project. These regulations and standards include massing, height, materials, styles, setbacks, landscaping, and other features that are considered specifically for each of the environments within the community, which would ensure high standards of development.

Policy Number	Policy Text	Statement of Consistency or Nonconsistency
ED-2.5	Encourage employment opportunities in proximity to housing.	Consistent. The purpose of the FFTOD Specific Plan is to implement infill development and redevelopment of the project area to generate a mixed use community, where employment, medical, housing, retail, and educational uses are developed in proximity to one another and to the existing Slauson, Florence, and Firestone stations.
ED-2.6	Encourage community-serving uses, such as childcare centers and personal services, in proximity to employment centers.	Consistent. The FFTOD Specific Plan provides zoning to encourage community serving uses in proximity to employment centers and regional transit.
ED-2.7	Incentivize economic development and growth along existing transportation corridors and in urbanized areas.	Consistent. The purpose of the FFTOD Specific Plan is to implement infill development and redevelopment along corridors within the economically distressed Florence-Firestone community to incentivize economic development.
ED-4.4	Incentivize infill development in urban and suburban areas that revitalizes underused commercial and industrial areas.	Consistent. The purpose of the FFTOD Specific Plan is to implement infill development and redevelopment of underutilized and vacant parcels within walking distance of the Slauson, Florence, and Firestone stations.

Notes:

- ADA = Americans with Disabilities Act
- CalGreen = California Green Building Standards Code
- CNEL = Community Noise Equivalent Level
- dB = decibel
- dBA = A-weighted decibel
- FFCSD = Florence-Firestone Community Standards District
- Ldn = day-night average sound level
- LID = Low Impact Development
- NPDES = National Pollutant Discharge Elimination System
- RWQCB = Regional Water Quality Control Board
- SOI = Secretary of the Interior
- VMT = vehicle mile traveled

The FFTOD Specific Plan was developed in compliance with requirements of Government Code Sections 65450-65457 and outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investments in the Florence-Firestone Community. Per California State law, Specific Plans must be internally consistent with the jurisdiction's General Plan. The FFTOD Specific Plan is consistent with and provides a framework for implementing the goals, land uses, and policies of the General Plan; broader TOD and sustainability goals of Los Angeles County; and the FFCP. Note that adoption of the FFTOD Specific Plan would result in concurrent amendments to:

- A. The Los Angeles County General Plan to update the land use designations of parcels to support TOD policies, apply newly adopted land use designations for mixed use development, and maintaining consistency between the General Plan and the Specific Plan
- B. The FFCP to:
  - 1) Update the land use designations of the identified properties and references to the FFCSD
  - 2) Correct a few zones and/or associated zone names to be consistent with the Zoning Code classifications of Title 22. Specifically, zone C-2 would be renamed from "Neighborhood Business" to "Neighborhood Commercial." In addition, zone "R-3-(U) – Limited Density Multiple Residence" would be changed to "R-3 – Limited Density Multiple Residence" and "R-4-(U) – Medium Density Multiple Residence" would be changed to "R-4 – Medium Density Multiple Residence." The proposed minor revisions to the FFCP will merely make an editorial correction to reflect the correct zoning designation and/or the associated zone name. It would not change the pattern, types, or density of land uses that are currently allowed under the Zoning Code.
  - 3) Add a limited set of new policies that increase the TOD direction and support the Specific Plan.
- C. The Los Angeles County Code, Title 22 to:
  - 1) Amend the Zoning Map to change zones of identified parcels to be consistent with the Specific Plan; these zone changes encourage a mix of transit-oriented development and land uses that would, in part, provide more opportunities for affordable housing and a greater mix of housing options and employment opportunities.
  - 2) Repeal Chapter 22.324 Florence-Firestone Community Standards District; the FFCSD would be replaced by the standards set forth in the FFTOD Specific Plan.
  - 3) Adopt the zoning provisions of the proposed Specific Plan (Chapter 4, Florence-Firestone Zones and Development Standards) into a new section within Title 22 Chapter 22.420.

Overall, impacts of the FFTOD Specific Plan related to conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

### 3.9.5 Programmatic Mitigation Measures

No programmatic mitigation measures are required.

### 3.9.6 Level of Significance after Mitigation

Impacts would be less than significant. No programmatic mitigation measures are required.

### 3.9.7 Cumulative Impacts

The cumulative study area for land use and planning includes all areas within the Florence-Firestone community and the areas (such as the city of Los Angeles, city of Lynwood, and city of Compton areas) that are adjacent to the FFTOD Specific Plan Area. Future growth in the vicinity of the FFTOD Specific Plan Area is anticipated to be similar in character and intensity as existing development and proposed land uses under the FFTOD Specific Plan. It is reasonable to assume that as future developments in the vicinity would be processed through Los Angeles County and adjacent incorporated cities, these projects would be consistent with the policies in the applicable general plans or if policy revisions or general plan amendments are proposed, these potential changes and revisions would be reviewed to ensure potential environmental impacts would be less than significant. Therefore, cumulative developments would result in less than significant environmental impacts associated with consistency to the county's and surrounding cities' general plans and policies.

As stated previously, the FFTOD Specific Plan would be consistent with the vision and policies of the County General Plan policies as well as with relevant SCAG RTP/SCS policies. As a result, the project's contribution to cumulative impacts associated with consistency to existing general plans and policies would not be cumulatively considerable, and therefore, less than cumulatively significant.

### 3.9.8 References

Los Angeles County Department of Regional Planning (DRP). 2015. General Plan 2035, available at: [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf), accessed on: April 19, 2021.

DRP. 2019. Florence-Firestone Community Plan, available at: [https://planning.lacounty.gov/assets/upl/project/ffcp\\_final\\_20190903.pdf#page=46](https://planning.lacounty.gov/assets/upl/project/ffcp_final_20190903.pdf#page=46), accessed on: March 22, 2021.

Southern California Association of Governments (SCAG). 2016. Regional Transportation Plan 2016- 2040/Sustainable Communities Strategy, available at: <https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557>, accessed on: June 3, 2021.

Southern California Association of Governments. 2020. 2020- 2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), available at: <https://scag.ca.gov/read-plan-adopted-final-plan>, accessed on: June 3, 2021.

## 3.10 NOISE

This section addresses the potential impacts of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) as it relates to noise and vibration. Criteria used to evaluate noise impacts were obtained from the Noise Element of Los Angeles County's General Plan and the Los Angeles County Code (LACC) Noise Control Ordinance. The assessment of impacts relies on future traffic volumes on major roadways and their relative effect on future noise levels in the FFTOD Specific Plan Area by using data provided by Fehr & Peers (Appendix E).

### 3.10.1 Environmental Setting

The FFTOD Specific Plan Area encompasses the Los Angeles County unincorporated community of Florence-Firestone. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.48 square miles. The area is bound by the city of Los Angeles to the north, south, and west. The city of Huntington Park, the city of South Gate, and the unincorporated community of Walnut Park are to the east of the FFTOD Specific Plan Area. The LA Metro A Line (previously LA Metro Blue Line), which connects downtown Los Angeles to Long Beach, has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone stations) and numerous bus routes run through and within the community. Three freeways (I-110, I-105, I-10) are within a 2.5-mile radius of the community.

#### 3.10.1.1 Existing Noise Sources

Sources of noise in the FFTOD Specific Plan Area are typical of those found in other urban developed areas such as vehicular traffic, construction work, commercial operations, landscaping, recreational activities, emergency vehicle sirens, rail operations, and aircraft overflights. The existing noise environment in the FFTOD Specific Plan area is dominated by transportation-related noise sources including vehicular traffic on the local roadway network, the operation of LA Metro passenger trains running through the general center of the FFTOD Specific Plan Area in a north-to-south orientation, and the below-grade operation of freight rail along the eastern edge of the FFTOD Specific Plan Area. The key roadway facilities serving the FFTOD Specific Plan Area are the four major arterials that are responsible for the movement of most personal, commercial, freight, and transit vehicles: Slauson Avenue, Florence Avenue, Firestone Boulevard, and Compton Avenue; as well as the following other roadways:

- Bandera Street
- Bell Avenue
- Clovis Avenue
- Crockett Boulevard
- East 92nd Street
- East 96th Street
- East 97th Street
- East 103rd Street
- East Century Boulevard
- East Gage Avenue
- Elm Street

- Holmes Avenue
- Hooper Avenue
- Maie Avenue
- Nadeau Street
- South Alameda Street
- South Central Avenue
- Santa Fe Avenue
- Tweedy Boulevard
- Walnut Drive
- Wilmington Avenue

Florence-Firestone is primarily composed of single- and multifamily residential neighborhoods. Commercial activity is concentrated along major transportation routes with clusters of industrial uses along the Alameda Corridor (DRP 2019). The major corridors in the FFTOD Specific Plan Area are characterized by low-scale commercial and industrial uses on small lots. Although the Compton Avenue corridor has been designated as commercial, a variety of single-family detached homes and multifamily residential properties remain fronting the corridor and increase in frequency south of Florence Avenue. The Slauson Avenue corridor is characterized by a variety of commercial properties including general commercial, automobile repair and maintenance, and retail and restaurants, as well as industrial. The Florence Avenue corridor is characterized by a variety of commercial uses in a range of small to medium parcel sizes.

The LA Metro A (Blue) Line, which connects downtown Los Angeles to Long Beach, has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone stations). In 2019, the Slauson Station had an average daily ridership of 1,850; Florence Station had an average daily ridership of approximately 2,342, and Firestone Station had an average daily ridership of 3,214 (DRP 2020).

Transit service is present throughout the FFTOD Specific Plan Area. There are ten LA Metro bus lines that serve the study area (lines 53, 55, 60, 102, 108, 110, 111, 115, 251, 611). Changes due to LA Metro's NextGen Bus Plan will increase service frequency on the several routes with the highest ridership which includes FFTOD Specific Plan Area lines 108 (along Slauson Avenue). All other routes will see no change or reduced service. Lines 254 and 612 were discontinued in December 2020 due to low ridership, while line 751 was merged with line 251. In addition to LA Metro service, the Los Angeles County Public Works provides looping shuttle service through the study area via The Link – Florence-Firestone/Walnut Park route, which operates on 60-minute headways.

### **3.10.1.2 Noise-Sensitive Receptors**

The FFTOD Specific Plan Area contains a range of potentially noise-sensitive land uses. Some land uses are considered more sensitive to noise than others due to the amount of noise exposure and the types of activities typically conducted at a receptor location and, as a result, noise standards vary based on the relative sensitivity of each land use. The LACC Noise Control ordinance defines noise-sensitive zones as those having residential or semi-residential/commercial land uses, as well as zones designated by the Director of Los Angeles County's Department of Health Services, provided that conspicuous signs are displayed near the institution or facility in the zones. The

primary noise-sensitive land uses in the FFTOD Specific Plan Area include single- and multifamily residences, several K-12 schools, and parks.

Noise-sensitive receptors exist throughout the FFTOD Specific Plan Area with some immediately adjacent to or fronting major transportation corridors. Noise-sensitive receptors exist as close as approximately 75 feet from LA Metro A (Blue) Line stations, approximately 70 feet from LA Metro A Line tracks, and approximately 180 feet from the below-grade freight rail corridor.

### 3.10.1.3 Noise Principles and Descriptors

Noise is typically regarded as unwanted or disruptive sound. Whether something is perceived as a noise event is influenced by the type of sound, the perceived importance of the sound, and its appropriateness in the setting, the time of day, and the type of activity during which the noise occurs and the sensitivity of the listener. The amplitude of sound is measured in decibels (dB), using a logarithmic scale. A sound level of zero dB is approximately the threshold of human hearing, normal conversational speech has a sound level of approximately 60-65 dB, and sound levels above approximately 110 dB begin to be felt inside the human ear as discomfort and eventually as pain at 120 dB and higher. A scale of decibels alongside common indoor and outdoor noise sources is provided in Table 3.10-1. The minimum change in the sound level of individual events that an average human ear can detect is about 1 to 2 dB. A 3 dB change is barely audible and a 5 dB change is readily perceived. A change in sound level of about 10 dB is perceived by the average person as a doubling (or if decreasing by 10 dB, halving) of the sound's loudness.

Most sounds one hears in the environment do not consist of a single frequency but are composed of a broad band of frequencies differing in sound level. The method commonly used to quantify environmental sounds consists of evaluating all frequencies of a sound according to a weighting system that reflects the typical frequency-dependent sensitivity of average healthy human hearing at moderate sound levels. This is called "A-weighting," and the decibel level measured is referred to as A-weighted decibels (dBA). The A-weighting scale deemphasizes low-frequency and very-high-frequency content to reflect the average human ear's lack of sensitivity in those particular bands.

In addition to noise levels at a given moment, the duration and averaging of noise over time is also important for the assessment of potential noise disturbance. Noise levels varying over time are averaged over a period of time, usually, hour(s), expressed as an energy-equivalent sound level (Leq). For example, a Leq (3h) value would represent the equivalent sound level energy from fluctuating sound levels measured throughout a 3-hour period. When no period is specified, a 1-hour average is assumed (Leq [1h] or Leq).

**Table 3.10-1: Representative Noise Sources and Corresponding Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Flyover at 1,000 Feet	110	Rock Band
Gas Lawn Mower at 3 Feet	100	
Diesel Truck at 50 Feet at 50 mph	90	Food Blender at 3 Feet
Noisy Urban Area, Daytime	80	Garbage Disposal at 3 Feet
Gas Lawn Mower at 100 Feet	70	Vacuum Cleaner at 10 Feet
Commercial Area		Normal Speech at 3 Feet
Heavy Traffic at 300 Feet	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	20	
	10	Broadcasting/Recording Studio
	0	

Notes:  
 dBA = A-weighted decibels  
 Source: Caltrans 2013

The time of day of noise is also an important factor to consider when assessing potential community noise impacts, as noise levels that may be acceptable during the daytime hours may create disturbance during evening or nighttime hours, when people are typically at home and sleeping. The Community Noise Equivalent Level (CNEL) is a descriptor used to characterize average noise levels over a 24-hour period, calculated from hourly Leq values, with 5 dBA added to the hourly Leq levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dBA added to the hourly Leq levels occurring between 10:00 p.m. and 7:00 a.m., to reflect the greater disturbance potential from evening and nighttime noise, respectively. The day/night average sound level (Ldn) is the same as the CNEL, except the evening period is included in the daytime period is folded into the daytime period.



## Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects of environmental noise refer to those effects that interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

Overall, there is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to changes in A-weighted noise level, the following relationships generally occur:

- A change in noise levels of 1 dBA cannot be perceived
- A change in noise levels of 3 dBA change in noise levels is considered to be a barely perceivable difference
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference
- A change in noise levels of 10 dBA is subjectively perceived as doubling of loudness

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a nonlinear fashion; hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

## Noise Attenuation

From the source to the receiver, noise changes both in level and frequency spectrum. The most obvious change is the decrease in noise as the distance from the source increases. The manner in

which noise reduces with distance depends on the following important factors: ground absorption, atmospheric effects and refraction, shielding by natural and human-made features, noise barriers, diffraction, and reflection. For a point or stationary noise source, such as construction equipment, the attenuation or drop-off in noise level would be at least -6 dBA for each doubling of unobstructed distance between source and the receiver and could attenuate to 7.5 dBA depending on the acoustic characteristics of the intervening ground. For a linear noise source, such as vehicles traveling on a roadway, the attenuation or drop-off in noise level would be approximately -3 dBA for each doubling of unobstructed distance between source and the receiver and could attenuate to -4.5 dBA depending on the acoustic characteristics of the intervening ground.

A large object in the path between a noise source and a receiver can significantly attenuate noise levels at that receiver. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, as well as human-made features, such as buildings and walls, can significantly alter noise levels. Walls or berms are often specifically used to reduce, or attenuate, noise.

### **Fundamentals of Vibration**

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves, having a frequency measured in cycles per second (Hz). Most environmental vibrations consist of a composite of many frequencies and generally are classified as broadband or random vibrations. The normal frequency range of most ground-borne vibration that can be perceived generally ranges between 1 and 200 Hz.

Vibration energy dissipates geometrically as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Soil properties also affect the propagation of vibration, with stiffer soils, clays, and rock strata enabling more efficient transmission of vibrational energy. On interaction with a building foundation, usually, a ground-to-foundation coupling loss occurs; however, the transmitted vibration also can be amplified by structural conditions of the walls and floors, allowing resonance. Vibration in buildings typically is perceived as the rattling of windows or items on shelves, or the motion of building surfaces. At sufficiently high levels and depending on the loudness of the background airborne noise level, the vibration of interior building surfaces can be heard as a low-frequency rumbling sound, also known as ground-borne noise.

The peak particle velocity (PPV) and root mean square (RMS) velocity normally are described in inches per second (in/s). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is the metric often used to describe blasting vibration and other vibration sources that may result in structural stresses in buildings (FTA 2018).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response to ground vibrations. The human body takes some time to respond to vibration signals; therefore, average vibration amplitude (i.e., the RMS velocity) is the most appropriate descriptor for gauging human response to the typical ground vibration. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over 1 second. As with airborne sound, the RMS velocity often is expressed in dB notation as vibration decibels

(VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018). This VdB scale is based on a reference value of 1 micro-inch per second. The background vibration-velocity level typical of residential areas is approximately 50 VdB (FTA 2018).

According to Federal Transit Administration (FTA) guidance (FTA 2018), ground-borne vibration normally is perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

### **3.10.2 Regulatory Setting**

Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies. Local regulation of noise involves implementation of general plan policies and noise ordinance standards. Local general plans identify general principles intended to guide and influence development plans; local noise ordinances establish standards and procedures for addressing specific noise sources and activities. A discussion of the relevant regulatory setting and noise regulations, plans, and policies is provided below.

#### **Federal**

##### ***Noise Control Act***

The Noise Control Act of 1972 directed the Environmental Protection Agency to develop noise level guidelines that would protect the population from the adverse effects of environmental noise. Subsequently, the agency published the “Levels Document” (EPA 1974) that contained recommendations for 55 dBA Ldn at the exterior and 45 dBA Ldn for the interior of noise-sensitive receivers, such as residences. The U.S. Department of Housing and Urban Development standards define Ldn levels below 65 dBA outdoors as acceptable for residential use. The Federal Highway Administration (FHWA), the Federal Interagency Committee on Urban Noise, and the Federal Aviation Administration also have developed standards and guidance.

##### ***Occupational Safety and Health Act***

Onsite occupational noise exposure levels set by the Occupational Safety and Health Act of 1970 are regulated by the Occupational Safety and Health Administration and in California by the California Occupational Safety and Health Administration. The maximum time-weighted average noise exposure level of workers is 90 dBA, over an 8-hour work shift, and 115 dBA for periods of 15 minutes or less (29 Code of Federal Regulations section 1910.95).

#### **State**

##### ***California Department of Health Services Noise Standards***

The California Department of Health Services has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are provided in Table 3.10-2. In addition, Section 65302(f) of the California Government Code requires each county and city in the state to prepare

and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: 1) identify and appraise noise problems in the community; 2) recognize Office of Noise Control guidelines; and 3) analyze and quantify current and projected noise levels.

**Table 3.10-2: Community Noise Exposure (Ldn or CNEL)**

Land Use	Normally Acceptable <sup>a</sup>	Conditionally Acceptable <sup>b</sup>	Normally Unacceptable <sup>c</sup>	Clearly Unacceptable <sup>d</sup>
Residential - Low Density Single- family, Duplex, Mobile Homes	55 - 60	55 - 70	70 - 75	75
Residential - Multi-Family Homes	55 - 65	60 - 70	70 - 75	75
Transient Lodging – Motels, Hotels	55 - 65	60 - 70	70 - 80	75
Schools, Libraries, Churches, Hospitals, Nursing Homes	55 - 70	60 - 70	70 - 80	80
Auditoriums, Concert Halls, Amphitheaters	---	55 - 70	---	65
Sports Arena, Outdoor Spectator Sports	---	55 - 75	---	70
Playgrounds, Neighborhood Parks	55 - 70	---	67 - 75	72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	55 - 75	---	70 - 80	80
Office Buildings, Business Commercial and Professional	55 - 70	67 - 77	75	---
Industrial, Manufacturing, Utilities, Agriculture	55 - 75	70 - 80	75	---

Notes:

CNEL = Community Noise Equivalent Level

Ldn = day/night average sound level

<sup>a</sup> Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

<sup>b</sup> Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

<sup>c</sup> Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

<sup>d</sup> Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research 2003

The State of California also establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dB. The state pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at approximately 50 feet (15 meters) from the centerline. These standards are implemented through controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials. The state has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise.

These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dBA (Ldn or CNEL) in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dBA Ldn/CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

**California Department of Transportation’s Transportation- and Construction-Vibration Guidance Manual**

The California Department of Transportation’s (Caltrans) Transportation and Construction Vibration Guidance Manual (Caltrans 2020) provides guidance for the analysis of vibratory impacts generated by transportation and construction projects, stating the thresholds for structural damage and human perception/annoyance. A curated list of damage and annoyance thresholds from the Caltrans manual, as applicable to various receiver and vibratory source types, is provided in Table 3.10-3.

**Table 3.10-3: Maximum Vibration Levels for Construction Equipment for Potential Damage and Annoyance**

Structure Type	Potential Damage Thresholds (PPV in/sec)		“Strongly Perceptible” Annoyance Criteria (PPV in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources	Transient Sources	Continuous/Frequent Intermittent Sources
Historic and some old buildings	0.5	0.25	0.9	0.1
Older residential structures	0.5	0.3		
New residential structures	1.0	0.5		
Modern industrial and commercial buildings	2.0	0.5		

Notes:

Transient sources generate a single vibratory event, such as blasting.

Continuous/frequent sources include pile driving equipment and other construction activities generating multiple vibration-intensive events across a given period.

PPV in/sec = peak particle velocity is indicated in inches per second

Source: Caltrans 2020

As provided in Table 3.10-3, vibratory activities have the potential to result in structural damage when vibration levels exceed 0.25 to 2 PPV in/sec, as applicable to the source type and receiver characterization, and the potential for human annoyance when vibration levels exceed 0.1 to 0.9 PPV in/sec, as applicable to the source type.

**Local**

**Los Angeles County General Plan, Noise Element**

The overall purpose of the noise element of a general plan is to protect people from the harmful and annoying effects of exposure to excessive noise. The Noise Element in the Los Angeles County General Plan focuses on noise issues associated with transportation, including airports, highways, and railroads. The Noise Element quantifies the community noise environment by establishing noise exposure contours for both near- and long-term levels of growth and noise-generating activity. This information guides development of goals and policies to achieve noise-compatible land uses, and identifies baseline noise levels and sources to help local noise ordinance enforcement. The Los Angeles County General Plan Environmental Impact Report (EIR) identified noise compatibility at noise-sensitive exterior areas as exceeding 65 dBA CNEL and noise compatibility for interior habitable noise-sensitive areas as exceeding 45 dBA CNEL (Los

Angeles County 2015a). General land use-noise compatibility noise levels for Los Angeles County are provided in Table 3.10-4 (Los Angeles County 2015a). These general noise levels for Los Angeles County are categorized as Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable.

**Table 3.10-4: Community Noise Exposure (Ldn or CNEL)**

Land Use	Normally Acceptable <sup>a</sup>	Conditionally Acceptable <sup>b</sup>	Normally Unacceptable <sup>c</sup>	Clearly Unacceptable <sup>d</sup>
Residential - Low Density Single- family, Duplex, Mobile Homes	55 - 60	55 - 70	70 - 75	75
Residential - Multi-Family Homes	55 - 65	60 - 65	70 - 75	75
Transient Lodging – Motels, Hotels	55 - 65	60 - 65	70 - 75	80
Schools, Libraries, Churches, Hospitals, Nursing Homes	55 - 70	60 - 65	70 - 75	80
Auditoriums, Concert Halls, Amphitheaters	---	55 - 70	---	65
Sports Arena, Outdoor Spectator Sports	---	55 - 75	---	70
Playgrounds, Neighborhood Parks	55 - 70	---	70 - 75	75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	55 - 75	---	70 - 75	80
Office Buildings, Businesses, Commercial and Professional	55 - 70	70 - 75	75	---
Industrial, Manufacturing, Utilities, Agriculture	55 - 75	70 - 80	75	---

Notes:

CNEL = Community Noise Equivalent Level

Ldn = day/night average sound level

<sup>a</sup> Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

<sup>b</sup> Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

<sup>c</sup> Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

<sup>d</sup> Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Los Angeles County 2015a

**Los Angeles County Code**

In addition to regulating noise through implementation of the policies of general plan noise elements, local jurisdictions regulate noise through enforcement of local noise standards. These standards generally relate to noisy activities (e.g., construction) and stationary noise sources and facilities (e.g., heating, ventilation, and air conditioning [HVAC] units and industrial activities). Generally, federal and state laws preempt local agencies from establishing noise standards for transportation-related noise sources, such as aircraft, ships, trains, and motor vehicles.

The LACC outlines exterior noise standards for four noise zones based on land use type: noise-sensitive areas, residential properties, commercial properties, and industrial properties (Los Angeles County 2017). Los Angeles County’s maximum exterior noise standards set forth in LACC Section 12.08.390 are provided in Table 3.10-5. For residential-zoned areas, the presumed

ambient noise level is 50 dBA during the daytime and 45 dBA during the nighttime. The following standards are used to evaluate compliance:

- Standard No. 1: Exterior noise cannot exceed levels provided in Table 3.10-5 for a cumulative period of more than 30 minutes in any hour.
- Standard No. 2: Exterior noise cannot exceed levels provided in Table 3.10-5 plus 5 dBA for a cumulative period of more than 15 minutes in any hour.
- Standard No. 3: Exterior noise cannot exceed levels provided in Table 3.10-5 plus 10 dBA for a cumulative period of more than 5 minutes in any hour.
- Standard No. 4: Exterior noise cannot exceed levels provided in Table 3.10-5 plus 15 dBA for a cumulative period of more than one minute in any hour.
- Standard No. 5: Exterior noise cannot exceed levels provided in Table 3.10-5 plus 20 dBA at any time.

**Table 3.10-5: Los Angeles County Exterior Noise Standard (By Zone)**

Noise Zone	Zone	Daytime Hours (7 a.m. to 10 p.m.) dBA (L <sub>eq</sub> )	Nighttime Hours (10 p.m. to 7 a.m.) dBA (L <sub>eq</sub> )
I	Noise-sensitive area	45	45
II	Residential	50	45
III	Commercial	60	55
IV	Industrial	70	70

Source: LACC, Section 12.08.390.

If ambient noise levels exceed the exterior noise levels in Table 3.10-5, then the aforementioned standards can be adjusted by substituting relevant noise levels in Table 3.10-5 with the following ambient measurements:

- Standard No. 6: Ambient L50, the noise level exceeded 50% of the time over an hour period.
- Standard No. 7: Ambient L25, the noise level exceeded 25% of the time over an hour period.
- Standard No. 8: Ambient L8.3, the noise level exceeded 8.3% of the time over an hour period.
- Standard No. 9: Ambient L1.7, the noise level exceeded 1.7% of the time over an hour period.
- Standard No. 10: Ambient L0, the maximum noise level over an hour period.

LACC Section 12.08.440 prohibits construction between the hours of 7:00 p.m. and 7:00 a.m. and at any time on Sundays or holidays, given that it creates a noise disturbance across a residential or commercial real property line. The maximum noise levels permissible by construction equipment at affected buildings depending on land use are provided in Table 3.10-6. These noise thresholds pertain to two timeframes: daytime hours from 7:00 a.m. to 8:00 p.m. daily (except Sundays and holidays) and nighttime hours from 8:00 p.m. to 7:00 a.m. daily (or all day Sundays and holidays).

**Table 3.10-6: Los Angeles County Noise Restrictions on Construction Equipment at Receptor**

Equipment Type	Receptor Type	Daytime Hours	Nighttime Hours
Mobile Short-term operation (less than 10 days)	Single-family Residential	75	60
	Multi-family Residential	80	64
	Semi-residential/Commercial	85	70
	Business Structures	85	85
Stationary Long-term operation (more than 10 days)	Single-family Residential	60	50
	Multi-family Residential	65	55
	Semi-residential/Commercial	70	60

Source: LACC, Section 12.08.440.

The Los Angeles County Noise Ordinance states that noise levels caused by any air-conditioning or refrigeration equipment shall not exceed the levels provided in Table 3.10-7, Los Angeles County Noise Restrictions on Residential Air Conditioning and Refrigeration Equipment.

**Table 3.10-7: Los Angeles County Noise Restrictions on Residential Air Conditioning and Refrigeration Equipment**

Measurement Location	Units Installed Before 1-1-80 dBA	Units Installed On or After 1-1-80 dBA
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall.	60	55
Center of neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall.	55	50
Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface.	55	50

Source: LACC, Section 12.08.530.

### 3.10.3 Methodology

Implementation of the FFTOD Specific Plan could result in the introduction of noise sources with the potential to exceed allowable Los Angeles County noise levels. The primary sources of noise associated with the FFTOD Specific Plan would be construction activities and project-related traffic generated by the proposed residential and nonresidential land uses. Secondary sources of noise would include new stationary sources (such as HVAC units) associated with the proposed land use developments. The generation of noise by these activities and other noise sources associated with the FFTOD Specific Plan Area have been either quantitatively or qualitatively assessed and compared to the applicable noise standards and thresholds of significance.

In addition to noise levels, groundborne vibration would also be generated during the construction of the new developments occurring throughout the FFTOD Specific Plan Area by various construction-related activities and equipment. Therefore, the groundborne vibration levels generated by these sources have been quantitatively estimated and compared to relevant thresholds.



## Construction Noise Levels

Construction noise levels were estimated using data published by the FHWA Roadway Construction Noise Model and the FTA Guidance for General Assessment of construction noise. These noise levels are then analyzed against the construction noise standards established in the LACC to determine whether an exceedance of allowable noise levels could occur across any adjacent property boundaries.

## Roadway Noise Levels

Due to the limited changes in traffic volumes, period-of-day flows, and mix of vehicle classifications (e.g., cars, medium trucks, heavy trucks), roadway noise levels were qualitatively assessed based on arithmetic differences in these categories. Traffic data including traffic volumes and classification mix per period-of-day was generated specifically for this assessment by Fehr & Peers (see Appendix E of this Draft EIR). The roadway segments selected for analysis are expected to be most directly impacted by project-related traffic.

A comparison of future without project and future with project traffic data was conducted and assessed using standard acoustic principles for relative changes in noise levels, allowing for a quantitative assessment of project-generated traffic noise contribution.

## Groundborne Vibration Associated with Project Construction

Groundborne vibration levels resulting from construction activities occurring in the FFTOD Specific Plan Area were estimated based on data published by the Caltrans Transportation and Construction Vibration Guidance Manual (2020). The potential vibration levels at off-site vibration-sensitive uses resulting from implementation of the proposed Specific Plan are analyzed against the vibration thresholds for human annoyance and structural damage established by Caltrans to determine whether an exceedance of allowable vibration levels would occur.

## Thresholds of Significance

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the project would have a significant impact related to noise if it would:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Generation of excessive groundborne vibration or groundborne noise levels.

The thresholds listed below were scoped out of the analysis in the Initial Study (Appendix A) and are only described in Chapter 5, Other CEQA Considerations:

- For a project in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

## Noise Criteria

For the purpose of determining whether the implementation of the FFTOD Specific Plan would result in the exposure of persons to or generate noise levels that would exceed established noise

standards, construction and stationary operational noise levels associated with the project would be assessed as a significant impact if Los Angeles County's construction noise regulations are violated and/or operational noise standards are exceeded.

The CEQA Guidelines do not define the levels at which permanent and temporary increases in ambient noise are considered "substantial." Therefore, with regards to traffic noise, the significance of the FFTOD Specific Plan traffic noise impacts can be determined by comparing relative changes in traffic volumes, vehicle mixes, and traffic volume spreads across a typical day between future without-project and future with-project scenarios. With respect to the community noise environment, the average healthy ear can barely perceive a noise level change of 3 dBA, and a change up to 5 dBA may be readily perceptible. A 10 dBA change would be perceived as an apparent doubling in loudness. For the purpose of the FFTOD Specific Plan traffic noise impact assessment, it is assumed that a significant permanent increase in roadway noise levels would occur if project-related traffic increases the ambient noise environment by 3 dB or greater.

### **Vibration Criteria**

The CEQA Guidelines also do not define the levels at which groundborne vibration or groundborne noises are considered "excessive." The thresholds for vibration impacts causing human annoyance and structural damage were obtained from the Caltrans Transportation and Construction Vibration Guidance Manual identified in Table 3.10.3 above, ranging between 0.1 and 2.0 PPV in/sec depending on the receiver type and the character of the construction performed.

In consideration of typical construction types in the FFTOD Specific Plan Area and the assuming construction activities would fall within Caltrans' "Continuous/Frequent Intermittent Source" classification, the project would result in significant vibratory effects if it generates levels in excess of 0.1 PPV in/sec at vibration-sensitive land uses and levels in excess of 0.3 PPV inch/sec at any adjacent nonproject structure. If newer buildings abut the construction site, a vibration level limit of 0.5 PPV inch/sec is appropriate.

The siting and planning of new residential land use in proximity to the existing light rail and freight rail corridors should consider the FTA's recommended screening distances for vibration assessments of 100 feet and 200 feet, respectively.

### **3.10.4 Environmental Impacts**

**NOI-1:** *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The intent of the FFTOD Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone community that would provide more opportunities for affordable housing, encourage transit oriented development, promote active transportation, improve access to transit, reduce vehicle miles traveled, and streamline the environmental review of future development projects. It would encourage infill development with pedestrian-friendly and community-serving uses near transit stops. It would enable additional development of mixed-use, commercial, and residential land uses and provide mobility improvements that support increased housing density

and employment in proximity to the three LA Metro A (Blue) Line Stations in the community (Slauson, Florence, and Firestone stations). These improvements would allow for increased development intensity, taller buildings, and/or streetscape changes that are consistent with a transit oriented district development pattern.

Total buildout of the FFTOD Specific Plan is projected to result in 25,532 total dwelling units, a population of 100,423 (a 3.9 population to housing ratio), and total employment of 11,408 people in the FFTOD Specific Plan Area in 2035; this translates to a net increase of 12,110 new dwelling units, 42,518 more people, and 2,734 new jobs over existing conditions.

## **Construction**

Site-specific development in the FFTOD Specific Plan Area would be market-driven such that future development projects would occur in response to the existing and future needs of the residential and commercial markets over the approximate 15-year buildout period. As such, it is expected that construction activities would occur intermittently throughout the 15-year buildout period of the FFTOD Specific Plan. Construction noise impacts associated with each new future development project would be short-term in nature and limited to the period of time when construction activity is taking place for that particular development. Development would generally involve construction phases such as demolition, grading/excavation, paving, and building construction.

Construction, although typically short-term, can be a substantial source of noise depending on scope of activities. Construction noise is most significant when it takes place near noise-sensitive land uses, during nighttime hours, or involves noise-intensive activities such as impact pile driving. The construction activity noise levels at and near-future development project sites within the FFTOD Specific Plan Area would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Generally, each new residential, commercial, or mixed-use development would require the use of both heavy construction equipment and the use of smaller power tools, generators, and other sources of noise.

During each phase of construction for any future development project, there would be a different mix of equipment operating, and the noise levels generated during the phase would vary based on the type and quantity of equipment in operation and the relative distance of activities from noise-sensitive properties.

A list of equipment types anticipated to operate during typical construction activities along with their reference maximum sound level at a distance of 50 feet is provided in Table 3.10-8. Lmax values provided herein are generally based on a combination of the Federal Highway Administration Roadway Construction Noise Model (RCNM) User's Guide (2006).

**Table 3.10-8: Typical Noise Levels from Construction Equipment**

Construction Equipment	Noise Level (dBA, Leq at 50 feet)
Air Compressor	74
Backhoe	74
Compactor	76
Concrete Mixer	75
Concrete Pump	74
Crane (Mobile)	73
Dozer	78
Grader	81
Jack Hammer	82
Loader	75
Paver	74
Pile-Driver	94
Scraper	80
Flatbed Truck	70

Notes:

dBA = A-weighted decibels

Leq values are based on representative equipment from RCNM (“Actual Measured Lmax”) and applicable usage factors per type of equipment. For equipment not covered by this reference, Lmax values were sourced from RCNM Spec 721.560 and/or the FTA Manual.

Source: FHWA 2006

The construction activities for each new site-specific future development project that would occur in the FFTOD Specific Plan Area would expose nearby existing uses to increased noise levels. Because the FFTOD Specific Plan would increase densities in the Specific Plan Area, construction of new developments could be located less than 50 feet from a sensitive receptor, such as existing residential units. Consequently, construction that occurs immediately adjacent to these existing receptors would generate noise levels that would be substantially greater than the existing noise levels at these receptor locations. Based on the specific construction equipment provided in Table 3.10-8, construction noise levels at adjacent receptors could reach between 70 and 94 dBA, Leq, or greater when noise-sensitive receptors are within 50 feet of construction activities. It should be noted, however, that it’s very unlikely that these noise levels would be generated continuously for any whole day.

Section 12.08.440 of the LACC has established numerical standards to regulate construction noise levels at buildings with specific land uses as provided in Table 3.10-6. In addition, Section 12.08.440 of the LACC limits construction activities in Los Angeles County to occur between the hours of 7:00 a.m. to 7:00 p.m. on weekdays (including Saturdays) and prohibits construction activities on Sundays and holidays. Construction activities may occur outside of these hours if Los Angeles County determines that the emergency maintenance, repair, or improvement of public service utilities is needed, or if a variance is issued by the health officer.

All future development projects in the FFTOD Specific Plan Area would require an approved permit and be subject to these regulations. Because construction activities are required to comply with the regulations in the LACC, the construction activities associated with future developments

in the FFTOD Specific Plan Area would not exceed any standards established in the LACC. Therefore, construction impacts would be less than significant.

## **Operations**

### ***Exterior Noise Standards***

With respect to nonvehicular operational noise levels, Los Angeles County has established exterior noise standards that are correlated with land use zoning classifications, which are provided in Table 3.10-5. The standards aim to prohibit unnecessary, excessive, and annoying noises from all sources, as certain noise levels are detrimental to the health and welfare of individuals.

Future development projects pursuant to implementation of the FFTOD Specific Plan may contribute noise to the existing ambient noise environment adjacent to existing noise-sensitive uses. However, the noise environment in a high-density, urban, walkable transit-oriented environment is anticipated to be louder than other areas in the existing Florence-Firestone community that are less dense. Noise sources from future development projects have the potential to expose existing noise-sensitive land uses to noise levels that exceed Los Angeles County's exterior noise limits for residential uses (50 dBA during the daytime and 45 dBA at night) and commercial uses (60 dBA during the daytime and 55 dBA at night). Additionally, residential air condition and refrigeration equipment would need to meet the various limits provided in Table 3.10-7. However, through implementation of a specific environmental review and development permit processes, future development projects in the FFTOD Specific Plan Area would be considered and reviewed on a case-by-case basis to determine whether operational noise levels generated by an individual development have potential to result in an exceedance of Los Angeles County's noise standards, including careful review of HVAC unit location(s) and associated noise effects. Development permits are provided pursuant to an applicant's compliance with the LACC related to noise and are necessary to reduce potential noise impacts. With implementation of existing County noise regulations, noise impacts on land uses in the FFTOD Specific Plan Area from operation of future developments would be less than significant.

### ***Roadway Noise***

To evaluate the future traffic noise environment in the FFTOD Specific Plan Area, the future traffic noise levels on the roadways located within the Specific Plan area were estimated based on future traffic volumes (future with- and without-project data) provided by Fehr & Peers. A total of 157 roadway segments were analyzed for changes to traffic volumes, vehicle mix, and period-of-day traffic flows; all of which could have an effect on the future traffic noise levels.

Traffic data provided by Fehr & Peers suggested that both vehicle mix and period-of-day traffic flows would not change by a statistically significant factor between the without-project and with-project scenarios. Vehicle classification mixes fluctuated by up to 1% between the scenarios (e.g., a 1% increase in heavy truck traffic on select segments), and period-of-day traffic distributions also changed by up to 1% (e.g., 1% more traffic during nighttime hours).

Certain roadways did experience noteworthy increases in overall traffic volumes or average daily traffic under the with-project scenario. A summary of the highest project-generated traffic noise contribution along any of the studied segments for each of the 25 studied roadways is provided in Table 3.10-9.

**Table 3.10-9: Predicted Project-Generated Maximum Traffic Noise Level Increase per Studied Roadway**

Roadway Name	Predicted Project-Generated Contribution to Future Traffic Noise Level (dBA, CNEL)
Bandera Street	0.3
Bell Avenue	0.1
Clovis Avenue	0.1
Compton Avenue	0.6
Crockett Boulevard	0.0
E 103rd Street	0.1
E 92nd Street	0.3
E 96th Street	0.0
E 97th Street	0.1
E Century Boulevard	0.0
E Florence Avenue	0.3
E Gage Avenue	0.4
E Slauson Avenue	0.2
Elm Street	0.0
Firestone Boulevard	0.2
Holmes Avenue	0.2
Hooper Avenue	0.6
Maie Avenue	0.7
Nadeau Street	0.6
S Alameda Street	0.1
S Central Avenue	0.1
Santa Fe Avenue	0.0
Tweedy Boulevard	0.1
Walnut Drive	0.2
Wilmington Avenue	0.2

Notes:

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

As provided in Table 3.10-9, the project will generate an imperceptible increase in traffic noise of less than 1 dBA at every studied roadway segment.

***Railway Noise***

The LA Metro passenger trains and freight trains that run through the FFTOD Specific Plan Area on a daily basis are a noise source in the Florence-Firestone community, but because rail operations along these tracks would not change as a result of the FFTOD Specific Plan, no change in noise levels is expected from their operation.

However, as future development projects pursuant to the implementation of the FFTOD Specific Plan are proposed adjacent to—and in the immediate vicinity of—the LA Metro A Line (Blue)

Stations, the noise generated by trains traveling through the FFTOD Specific Plan Area could, depending on distance, potentially expose new residential uses to excessive rail noise. The FTA’s Screening Distance for Noise Assessments should be considered whenever siting these new uses in proximity to the rail alignment. For light rail transit, the screening distance for noise assessment is 350 feet for proposed construction with an unobstructed line of sight to the alignment and 175 feet for those with an obstructed line of sight. Because the FFTOD Specific Plan aims to focus residential development within these distances of existing LA Metro A Line stations, there is potential for the project to expose future noise-sensitive land uses to excessive noise levels and is thus potentially significant.

**NOI-2:** *Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?*

**Construction**

Construction activities for future development projects that would occur in the FFTOD Specific Plan Area would include demolition and grading activities, which would have the potential to generate low levels of groundborne vibration. Persons residing and working in close proximity to a construction site could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

The various PPV in/sec levels for the types of construction equipment that would operate during the construction of the individual development projects are provided in Table 3.10-10.

**Table 3.10-10: Vibration Source Levels for Construction Equipment**

Equipment	Approximate PPV (in/sec)				
	25 Feet	50 Feet	75 Feet	100 Feet	150 Feet
Pile Driver (Impact)	0.644	0.300	0.192	0.140	0.090
Pile Driver (Sonic)	0.170	0.079	0.051	0.037	0.024
Large Bulldozer	0.089	0.042	0.027	0.019	0.012
Caisson Drilling	0.089	0.042	0.027	0.019	0.012
Loaded Trucks	0.076	0.035	0.023	0.017	0.011
Jackhammer	0.035	0.016	0.010	0.008	0.005
Small Bulldozer	0.003	0.001	0.001	0.001	-

Notes:

in/sec = inches per second

PPV = peak particle velocity

Source: FTA 2018, Propagation calculated using Caltrans 2020 equation 12 with an “n” value of 1.1)

As shown, vibration velocities could reach as high as approximately 0.089 in/sec PPV at 25 feet for typical construction activities. When high-impact activities such as pile driving are required, vibration velocities reach typical levels of 0.644 inch-per-second PPV at 25 feet.

Over the course of the FFTOD Specific Plan build-out period, construction activities associated with future development projects could occur adjacent to or in the vicinity of sensitive receptors because these developments would primarily require redevelopment of already developed properties, which includes mixed uses. Because the FFTOD Specific Plan Area is urbanized, it is anticipated that some existing adjacent uses could be 25 feet or less from construction sites. Consequently, receptors that are located immediately adjacent to a construction site could be exposed to excessive groundborne vibration levels. Based on the vibration source levels shown in Table 3.10-10, adjacent receptors that are located less than 25 feet from typical construction activities could be exposed to peak vibration levels greater than 0.1 PPV in/sec (potential annoyance) and 0.3 PPV in/sec (potential structural damage). If impact pile driving is required, receptors out to nearly 150 feet may be affected.

As future development projects would be spread over the FFTOD Specific Plan's 15-year build-out period and construction events are short-term in nature, it is anticipated that there would be an infrequent amount of vibration events at sensitive land use receptors. However, depending on how close an actual receptor location is to a construction site, the type of construction equipment and the type of receptor building (e.g., older residential buildings, modern commercial buildings), the vibration levels at a receptor location could exceed the vibration threshold for structural damage. As such, vibration impacts during construction associated with the FFTOD Specific Plan could be potentially significant.

## Operations

Future development in the Specific Plan area would introduce additional residential uses in the immediate vicinity of the LA Metro A Line. The FTA recommends a vibration assessment for any proposed residential land use within 150 feet of a light rail transit alignment. Traveling at a speed of approximately 40 miles-per-hour, a light rail train would generate adverse vibration conditions at distances closer than 45 feet from the track centerline per the FTA guideline vibration limit of 72 VdB at residential receptors where people normally sleep. The FFTOD Specific Plan does not anticipate construction of any residential developments within this proximate distance. Therefore, potential vibratory impacts from existing light rail operations are less than significant.

### 3.10.5 Programmatic Mitigation Measures

**MM NOI-1** At the project level, future development projects pursuant to implementation of the FFTOD Specific Plan shall be required to execute the following actions when key scenarios have the potential to occur:

- Proposed single-family homes with exterior areas exposed to noise levels greater than 60 dBA, CNEL and multifamily residences with exterior areas exposed to noise levels greater than 65 dBA, CNEL shall incorporate noise mitigation in the form of setbacks, noise barriers, or other methods to achieve compliance with Los Angeles County's exterior noise standards.
- For future development projects without exterior use areas but expose exterior facades of noise-sensitive spaces to noise levels greater than 65 dBA, CNEL, project applicants shall demonstrate that the acoustic performance of the building shell meets or exceeds California Building Code requirements.



Project applicants shall demonstrate compliance with the above through the preparation of an acoustical assessment.

- MM NOI-2** At the project level, prior to the approval of a grading permit or building permit, operation of typical construction equipment (e.g., any equipment excluding impact pile drivers) shall be prohibited within 25 feet of receiving structures. If construction equipment is required within 25 feet of receiving structures, project applicants shall demonstrate vibration levels will not exceed 0.1 PPV in/sec at any occupied residential properties and 0.3 PPV in/sec at any existing structure (a limit which may be increased to 0.5 PPV in/sec for newer residential and modern commercial buildings). For any project proposing construction activities within 25 feet of a structure, project applicants shall demonstrate compliance with the above through the preparation of a vibration assessment.

### **3.10.6 Level of Significance After Mitigation**

Programmatic mitigation measures MM NOI-1 and MM NOI-2 would reduce potential impacts associated with noise and vibration to a less-than-significant level.

### **3.10.7 Cumulative Impacts**

Noise and vibration mitigation measures are provided to reduce potential impacts to less-than-significant levels. Additionally, cumulative construction activities and operations would be required to comply with the construction equipment noise standards, exterior noise standards, and residential air conditioning and refrigeration standards set forth in the LACC. Because all facets of any project would be required to meet these standards, cumulative construction activities and operations would not generate noise levels in excess of allowable limits. Therefore, implementation of the FFTOD Specific Plan's contribution to cumulative construction and operational noise levels would be less than cumulatively considerable.

### **3.10.8 References**

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## 3.11 POPULATION AND HOUSING

This section describes implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) with respect to population, housing, and employment in the community of Florence-Firestone.

### 3.11.1 Environmental Setting

#### 3.11.1.1 Population

The Florence-Firestone community (FFTOD Specific Plan Area) encompasses approximately 3.48 square miles and is identified as Florence-Graham by the U.S. Census Bureau as a Census Designated Place (CDP). In 2010, the Florence-Firestone community had an estimated population of 63,323. According to the most recent data from the 2016 American Community Survey, Florence-Firestone has an estimated population of 64,334 (DRP 2019). This estimate shows a growth rate of 1.6 percent since the 2010 U.S. Census. In comparison, Los Angeles County had a population of 9,818,605 in 2010 (U.S. Census Bureau 2016).

#### 3.11.1.2 Housing

According to the 2010 U.S. Census, the number of housing units in the Florence-Firestone community was 14,754. According to 2016 demographics, the number of housing units increased by 2.2 percent to 15,073 units. The housing unit vacancy rate was 7.35 percent and 60.31 percent of the units were renter occupied (DRP 2019). A summary of 2016 housing units by owner, renter, and vacant units is provided in Table 3.11-1.

**Table 3.11-1: Housing Units in the FFTOD Specific Plan Area (Florence-Graham CDP)**

Housing	Units	Percent
Owner Occupied	4,874	32.34
Renter Occupied	9,091	60.31
Vacant Housing	1,108	7.35
Total	15,073	100

Source: DRP 2019; U.S. Census Bureau 2016

According to the 2010 U.S. Census, there were 3,445,076 housing units and 3,241,204 households in Los Angeles County, with a vacancy rate of 5.9 percent (U.S. Census Bureau 2016). The corresponding estimates for 2016 are 3,504,061 housing units and 3,308,022 households, with a vacancy rate of 5.6 percent (CDF 2016).

#### 3.11.1.3 Employment

The following employment data applies to the working age population of 16 years old and older. In the FFTOD Specific Plan Area, 1,327 establishments employed 9,472 people. Retail and service sectors were the most predominant with 905 establishments employing 6,505 or 69 percent of those working in Florence-Firestone. In 2016, 93 percent of the working age residents were employed, with an unemployment rate of 7.1 percent; main employment categories include manufacturing, retail, healthcare, construction, and administrative. A classification of jobs by sector is provided in Table 3.11-2.

**Table 3.11-2: Jobs in FFTOD Specific Plan Area (Florence-Graham CDP) by Sector**

Industries	Establishments	Employees	Average Employees per Establishment
Total Industries	1,327	9,472	317
Agriculture	2	16	8
Auto Related (Motor Vehicles/ Parts Dealers, Auto Repair/Maintenance)	116	400	8
Construction	24	145	6
Manufacturing	61	818	13
Transportation Communications/ Public Utilities	17	173	31
Wholesale Trade	78	674	9
Retail (All)	533	2,650	66
Finance (All)	114	553	19
Service (All)	372	3,855	138
Public Administration	10	188	19

Source: DRP 2019

In 2014, there were 3,868,109 jobs, and 3,645,350 workers in Los Angeles County (U.S. Census Bureau 2016). The unemployment rate in Los Angeles County in December 2016 (seasonally adjusted) was estimated at 5 percent (EDD 2017).

**3.11.1.4 Population, Household and Employment Projections**

Anticipated population, household, and employment projections for Los Angeles County are provided in Table 3.11-3 based on the 2015 California Department of Economic Development (EDD) population figures and Southern California Association of Governments (SCAG) 2035 estimates (for unincorporated Los Angeles County and for Los Angeles County). The EDD projects a population increase in unincorporated Los Angeles County of 31 percent between 2015 and 2035. Similarly, housing units are anticipated to increase by 29 percent and employment by 29 percent. In addition, projections indicate that the population, housing units, and jobs in unincorporated Los Angeles County will grow at a substantially faster rate than Los Angeles County as a whole through 2035.

**Table 3.11-3: Population, Households, and Jobs Projections for Unincorporated Los Angeles County and Los Angeles County**

	2015	2035	2015–2035 Increase	Compound Annual Growth Rate
<b>Unincorporated Los Angeles County</b>				
Population	1,049,046 <sup>1</sup>	1,373,889 <sup>2</sup>	31.0%	1.36%
Housing Units	311,272 <sup>1</sup>	400,958 <sup>2</sup>	28.8%	1.27%
Employment (Jobs)	258,801 <sup>5</sup>	333,592 <sup>2</sup>	28.9%	1.28%
Employment (Jobs) to Housing Unit Ratio	0.83	0.83	-	
<b>Total Los Angeles County</b>				
Population	10,038,388 <sup>6</sup>	11,145,000 <sup>3</sup>	11.0%	0.52%
Housing Units	3,476,718 <sup>6</sup>	3,809,000 <sup>3</sup>	9.5%	0.46%

	2015	2035	2015–2035 Increase	Compound Annual Growth Rate
Employment (Jobs)	4,674,800 <sup>4</sup>	5,062,000 <sup>3</sup>	8.3%	0.40%
Employment (Jobs) to Housing Unit Ratio	1.34	1.33	-	

Notes:

<sup>1</sup>Obtained from the California Department of Finance

<sup>2</sup>Based on applying the percent in forecast change for Los Angeles County between SCAG’s 2012-2035 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) and 2016-2040 RTP/SCS and applying the percent change to unincorporated Los Angeles County estimate for 2035 provided in SCAG’s 2012-2035 RTP/SCS to derive an updated 2035 estimate for unincorporated Los Angeles County

<sup>3</sup>Obtained from SCAG 2016-2040 RTP/SCS

<sup>4</sup>Obtained from EDD 2015 Data

<sup>5</sup>Used a linear projected growth rate based on the Los Angeles County 2013 employment projection from the County of Los Angeles General Plan Programmatic EIR and the 2035 employment projection provided in the SCAG 2016 RTP/SCS

<sup>6</sup>U.S. Census Bureau 2016

Sources: CDF 2016; SCAG 2012a; SCAG 2016; EDD 2016; and Los Angeles County 2015; and U.S. Census Bureau 2016

The jobs to housing ratio is also provided in Table 3.11-3. “Jobs to housing ratio” is a general measure of the balance between the number of jobs and number of housing units in a geographic area, without regard to economic constraints or individual preferences. The ratio quantitatively expresses the relationship between the number of people working and number of people living in a given area. SCAG uses the jobs to housing ratio as a general tool for analyzing where people work, where they live, and how efficiently they can travel between the two. Jobs/housing balance is achieved by increasing opportunities for people to work and live in close proximity. As described in the County’s General Plan Environmental Impact Report (EIR) Population and Housing Section, Los Angeles County considers a jobs to housing ratio between 1.3 and 1.7 to be ideal (Los Angeles County 2015).

The projected population, household units, and employment numbers for the FFTOD Specific Plan Area (based on an interpolation of SCAG’s Socioeconomic Data [SED] 2040 Model) are provided in Table 3.11-4.

**Table 3.11-4: Population, Household and Employment Projections for the FFTOD Specific Plan Area**

FFTOD Specific Plan Area	Units (HH)	Population	Total Employment/Jobs
Existing	13,424	61,750	7,947
SCAG-SED 2040 Model (2035 Interpolation)	14,911	66,072	9,591

Notes:

SCAG-SED = Southern California Association of Governments Socioeconomic Data; HH = head of household

Source: SCAG-SED 2040 Model

### 3.11.2 Regulatory Setting

#### 3.11.2.1 State

##### California State Housing Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing

development to meet that need. At the State level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council of governments then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including people with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for people of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all people regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower income households the publicly assisted multifamily housing developments in each community. Government Code Section 65580, et seq. mandates that every county and city in the state of California publish a Housing Element, to be updated every 8 years. Los Angeles County is currently updating the Housing Element of the General Plan for 2021-2029. The Housing Law requires that a Housing Element address RHNA; adequate site inventory; constraints and barriers; and goals, policies, and implementation programs.

California housing element laws (California Government Code Section 65580–65589) require that every city and county identify and analyze existing and projected housing needs within its jurisdiction; this entails preparation of goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

### **3.11.2.2 Regional**

#### **Southern California Association of Governments**

The SCAG represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. It is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment.

### Regional Transportation Plan/Sustainable Communities Strategy

SCAG develops the Regional Transportation Plan (RTP), which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura counties. Senate Bill 375 was enacted to reduce greenhouse gas emissions from motor vehicles and light trucks through integrated transportation, land use, housing, and environmental planning. Under the law, SCAG is tasked with developing a Sustainable Communities Strategy (SCS), an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs to housing balance and more opportunities for transit oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The 2016 RTP/SCS identifies priorities for transportation planning in the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area (SCAG 2016). The Regional Transportation Improvement Program, also prepared by SCAG based on the RTP, lists all of the regional funded/programmed improvements planned within the next 5 to 7 years. To qualify for California Environmental Quality Act (CEQA) streamlining benefits under Senate Bill 375, a project must be consistent with the RTP/SCS.

The 2020–2045 RTP/SCS, also known as Connect SoCal, is a long-range visioning plan that builds on and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020). The SCAG Regional Council adopted Connect SoCal on September 3, 2020.

#### 3.11.2.3 Local

##### Los Angeles County Housing Element

The 2014-2021 Housing Element for Los Angeles County was certified by HCD on April 30, 2014. Quantified objectives for construction, preservation, and financial assistance over the 2014 to 2021 planning period are provided in Table 3.11-5. Los Angeles County is currently updating the Housing Element of the General Plan for 2021-2029.

**Table 3.11-5: Los Angeles County 2014-2021 Housing Element Quantified Objectives (units)**

Program	Extremely Low Income (≤30% AMI)	Very Low Income (≤50% AMI)	Lower Income (≤80% AMI)	Moderate Income (≤120% AMI)	Above Moderate Income (>120% AMI)	Total
RHNA	3,927	3,927	4,650	5,060	12,581	30,145

Program	Extremely Low Income (≤30% AMI)	Very Low Income (≤50% AMI)	Lower Income (≤80% AMI)	Moderate Income (≤120% AMI)	Above Moderate Income (>120% AMI)	Total
Section 8 Rental Assistance	1,560	2,340	0	0	0	3,900
Family Self-Sufficiency	25	75	0	0	0	100
First 5 LA	560	0	0	0	0	560
New Construction Countywide	175	175	43	0	0	350
<i>Affordable Rental Housing Construction</i>	0	0	43	0	0	43
Homebuyer Assistance	0	200	425	425	0	1,050
Ownership Housing Rehabilitation	1,265	1,050	1,050	0	0	3,365
Public Housing Modernization	972	973	0	0	0	1,945
Preservation of At-Risk Housing	24	662	263	0	0	949
<b>Total</b>	<b>8,508</b>	<b>9,402</b>	<b>6,474</b>	<b>5,485</b>	<b>12,581</b>	<b>42,407</b>

Notes:

AMI = adjusted median income

RHNA = Regional Housing Needs Assessment

In the absence of income data for extremely low income households, 50% of the very low income units are assumed to be extremely low income

Source: Los Angeles County Housing Element 2014-2021

### 3.11.3 Methodology

The focus of environmental analysis prepared under CEQA is a project’s potential to cause effects on the physical environment.<sup>1</sup> Accordingly, the CEQA Guidelines state that while economic or social information may be included in an EIR or may be presented in whatever form the lead agency desires; social and economic effects shall not be treated as significant effects on the environment.<sup>2</sup> The CEQA Guidelines make clear that there must be a physical change resulting from the project directly or indirectly for an impact to be considered significant.<sup>3</sup>

Social and economic effects—including employment—are relevant CEQA issues to the extent that a chain of cause and effect can be traced from a project through anticipated social and economic changes resulting from the project, to physical changes caused in turn by the economic and social changes (CEQA Guidelines, Sections 15131[a] and 15064[f]). If a project’s physical impacts would cause social or economic effects, the magnitude of the social or economic effects may be relevant in determining whether a physical impact is “significant” (CEQA Guidelines Section 15131[b]). If the physical change causes adverse economic or social effects on people,

<sup>1</sup> “Environment” means the physical conditions that exist within the area that will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance (Pub. Res. Code Section 21060.5).  
<sup>2</sup> CEQA Guidelines Section 15131(a) and 15064(f); see also Public Resources Code Section 21100 and 21151. “Significant effect on the environment” means a substantial, or potentially substantial adverse change in the environment (Pub. Res. Code Section 21068).  
<sup>3</sup> See discussion following CEQA Guidelines Section 15131.



those adverse effects may be used as the basis for determining that the physical change is significant (CEQA Guidelines, Section 15064[f]).

Population growth impacts are based on project-specific projections of the number of residents anticipated at build out of the FFTOD Specific Plan, which are described in the context of existing and projected population growth. If buildout of the FFTOD Specific Plan would exceed growth projections as identified in the SCAG RTP/SCS, the resulting growth would be determined to be “substantial.” However, the determination of whether the project represents a significant impact is based on whether it would induce additional growth that would result in significant impacts to the environment. Buildout of the FFTOD Specific Plan (e.g., estimates of population, housing units, jobs, vehicle miles traveled [VMT]) and their associated estimates of employment per square foot of commercial use, average household size, potential achievable density assumptions, etc. is based on: 1) SCAG-SED from the SCAG-SED 2012 Model; 2) countywide averages; and 3) market research (see the Future Conditions Projections: SED Inputs for CEQA VMT Modeling Assumption Memo included in the Technical Appendices [Appendix F]).

### 3.11.3.1 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist, the project would have a significant impact on population and housing if it would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere

### 3.11.4 Environmental Impacts

**POP-1:** *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The intent of the FFTOD Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone community that would provide more opportunities for affordable housing, promote active transportation, improve access to transit, reduce VMT, and streamline the environmental review of future development projects. It would encourage infill development with pedestrian friendly and community serving uses near transit stops. It would enable additional development of mixed use, commercial, and residential land uses and provide mobility improvements that support increased housing density and employment in proximity to the three Metro A (Blue) Line Stations in the community (Slauson, Florence, and Firestone stations). These improvements would allow for increased development intensity, taller buildings, and/or streetscape changes that are consistent with a transit oriented district development pattern.

Total buildout of the FFTOD Specific Plan is projected to result in 25,532 total dwelling units, a population of 100,423 (a 3.9 population to housing ratio), and total employment of 11,408 people in the FFTOD Specific Plan Area in 2035; this translates to a net increase of 12,110 new dwelling units, 42,518 more people, and 2,734 new jobs over existing conditions.

A buildout comparison of the FFTOD Specific Plan to SCAG's SED 2040 Model (interpolated to the 2035 buildout year of the FFTOD Specific Plan) is provided in Table 3.11-6.

**Table 3.11-6: FFTOD Specific Plan Buildout Projections Comparison**

<b>FFTOD Specific Plan Area</b>	<b>Units (HH)</b>	<b>Population</b>	<b>Total Employment/Jobs</b>
SCAG-SED 2040 Model (2035 Interpolation)	14,911	66,072	9,591
Buildout of FFTOD Specific Plan (2035)	25,532	100,423	11,408
Change	10,621	34,351	1,817

Notes:

SCAG-SED = Southern California Association of Governments socioeconomic data; HH = head of household

As provided in Table 3.11-6, the socioeconomic data associated with the land use changes proposed in the FFTOD Specific Plan Area result in higher densities and more growth than assumed in SCAG's Model (i.e., the FFTOD Specific Plan would substantially increase housing units [approximate 71 percent increase], population [approximate 52 percent increase], and jobs [approximate 19 percent increase]).

The population, housing, and employment projections with buildout of the FFTOD Specific Plan are greater than current projections identified by SCAG. This increase in population, housing, and employment projections is considered substantial. However, the FFTOD Specific Plan is consistent with SCAG's Connect SoCal goals for focusing higher-density development in transit-rich areas. The FFTOD Specific Plan would provide more opportunities for affordable housing, encourage transit oriented development, promote active transportation, improve access to transit, reduce VMT, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of Connect SoCal. Furthermore, the determination of whether the proposed growth represents a significant impact is whether the project would induce additional growth that would result in significant impacts to the environment.

The determination of whether the FFTOD Specific Plan would induce growth in the vicinity of the FFTOD Specific Plan Area or within Los Angeles County is based on whether the increase in population and housing in the FFTOD Specific Plan Area would increase the need for additional commercial or public services beyond the existing commercial or public services and the commercial services that would result as part of the project. In addition, a determination of inducement of growth is whether the increase in job growth in the FFTOD Specific Plan Area would increase the need for additional housing beyond the existing housing and the housing proposed as part of the project.

The exceedance of population and housing projection over an approximate 15-year period in the region is considered nominal because the growth within the FFTOD Specific Plan would represent 3 percent of Los Angeles County's incremental population growth and 3 percent of Los Angeles County's incremental residential growth (Table 3.11-3). Furthermore, the FFTOD Specific Plan focuses on infill development within walking distance of the Metro A Line Slauson, Florence, and Firestone stations in an area that is presently completely built out; as described in Section 3.14, Transportation. The FFTOD Specific Plan would further expand the ability for residents and employees to walk, bicycle, and take transit to complete their necessary trips, resulting in greater VMT efficiency in terms of daily VMT per service population. Therefore, the FFTOD Specific Plan would not induce substantial additional population and housing growth that would result in significant impacts to the environment.

The increase in jobs in the FFTOD Specific Plan Area represents 0.5 percent of the projected job growth in Los Angeles County for 2035. Furthermore, based on an average unemployment rate of 7.1 percent for Florence-Firestone and 5 percent for Los Angeles County (2016), it is reasonable to assume that there will be people living in the county and region available to fill the increase in jobs created in the FFTOD Specific Plan Area without a substantial amount of migration into the region that would require new housing beyond the available housing in the FFTOD Specific Plan Area, Los Angeles County, or region. Therefore, the increase in jobs would not induce additional growth that would result in significant impacts to the environment.

Construction of future development projects that would occur in the FFTOD Specific Plan Area would include need for construction labor during short time periods. Due to the employment patterns of construction workers in Southern California and the market for construction labor, construction workers are not likely to relocate their households to any significant degree as a consequence of the job opportunities presented by the project. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.
- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons) and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

Therefore, construction activities associated with the project would not result in population, housing, or job growth that would result in significant impacts to the environment.

As described above, both operational and construction activities associated with implementation of the FFTOD Specific Plan would not induce population, housing, or job growth that would result in impacts to the environment. The FFTOD Specific Plan would not induce substantial unplanned population growth in an area, directly or indirectly. Impacts would be less than significant.

In addition, as previously mentioned, California law requires that cities and counties zone land to encourage and facilitate their fair share of the RHNA. Note that the FFTOD Specific Plan provides Los Angeles County with the opportunity to create new affordable units to accommodate the needs of residents. The FFTOD Specific Plan would assist Los Angeles County in implementing the Housing Element and present Housing Element Update of the General Plan by rezoning parcels identified as housing sites to satisfy the RHNA. Areas outside of the transit oriented district areas of the FFTOD Specific Plan are considered “stability areas.” Targeted changes in the stability areas are generally limited to addressing Housing Element Update RHNA needs, creating cohesive blocks that connect to the transit oriented district areas or reconciling designations with adjacent jurisdiction plans.

**POP-2:** *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The FFTOD Specific Plan would not result in the permanent displacement of substantial numbers of existing housing, nor would it result in the displacement of substantial numbers of people. Implementation of the FFTOD Specific Plan would encourage infill development with pedestrian friendly and community serving uses near transit stops, enabling additional development of mixed use, commercial, and residential land uses. As described above, buildout of the FFTOD Specific Plan would provide a net increase of 12,110 new residential dwelling units over existing conditions in the FFTOD Specific Plan Area.

Future development projects pursuant to implementation of the FFTOD Specific Plan may result in temporary displacement of residents during construction activities. However, future development projects would occur sporadically at a parcel by parcel project level, the potential displacement of persons residing in an infill or redevelopment parcel would be short-term, and the project would result in a greater number of residential units to house residents of the area, including those that may be temporarily displaced. Therefore, impacts related to displacement of housing or people would be less than significant.

### **3.11.5 Programmatic Mitigation Measures**

No programmatic mitigation measures are required.

### **3.11.6 Level of Significance after Mitigation**

Impacts would be less than significant. No programmatic mitigation measures are required.

### **3.11.7 Cumulative Impacts**

The geographic context for an analysis of cumulative impacts would be Los Angeles County, which represents the planning area that includes the FFTOD Specific Plan Area and the overall population, housing, and job projections for Los Angeles County as a whole.

Past and present development projects have resulted in the population, housing inventory, and nonresidential growth that creates jobs. As development occurs in Los Angeles County, SCAG works with the counties and cities to reevaluate projected growth and ensure there is a balance in geographic areas so that overall projections are not exceeded. Therefore, implementation of the FFTOD Specific Plan (consistent with SCAG's Connect SoCal goals for focusing higher-density development in transit-rich areas, as described above) along with future growth in the region projected by SCAG would not induce substantial, unplanned population growth that would result in significant impacts to the environment.

Because implementation of the proposed FFTOD Specific Plan would not induce population, housing, or job growth that would result in any significant impacts to the environment, the project's incremental contribution to environmental impacts associated with projected growth would be less than cumulatively considerable.

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### 3.12 PUBLIC SERVICES

This section evaluates the potential for implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) to impact public services providing fire protection and emergency services, police protection, school services, and library services in the community of Florence-Firestone. Parks and recreational facilities are addressed in Section 3.13, Recreation, and public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 3.16, Utilities.

#### 3.12.1 Environmental Setting

##### 3.12.1.1 Fire Protection

The Los Angeles County Fire Department (LACoFD) provides fire and rescue services, emergency medical services, and safe haven services for the unincorporated areas of Los Angeles County, including the FFTOD Specific Plan Area. LACoFD participates in the California Fire Service and Rescue Emergency Mutual Aid System.

According to the statistical summary completed by the LACoFD, a total of 393,981 incidents were reported in 2019 for the unincorporated communities, including fire incidents, emergency medical responses, and other incidents such as false alarms (LACoFD 2019). The FFTOD Specific Plan Area covers a very large area. Table 3.12-1 lists the LACoFD fire stations servicing the Florence-Firestone community.

**Table 3.12-1: LACoFD Fire Stations Serving Community of Florence-Firestone**

Station	Address	Equipment	Staffing
Station 164	6301 Santa Fe Avenue Huntington Park *serves the northern part of FFTOD Specific Plan Area	<ul style="list-style-type: none"> <li>• 4-Person Engine</li> <li>• 4-Person Quint</li> <li>• 2-Person Paramedic Squad</li> </ul>	1 Captain, 1 Firefighter Specialist, 1 Firefighter, 1 Firefighter Paramedic 1 Captain, 1 Firefighter Specialist, 2 Firefighters 2 Firefighter Paramedics
Station 16	8010 S. Compton Avenue Los Angeles *serves the southern part FFTOD Specific Plan Area	<ul style="list-style-type: none"> <li>• 4-Person Engine</li> <li>• 3-Person Engine</li> <li>• 2-Person Paramedic Squad</li> </ul>	1 Captain, 1 Firefighter Specialist, 1 Firefighter, 1 Firefighter Paramedic 1 Captain, 1 Firefighter Specialist, 1 Firefighter 2 Firefighter Paramedics
Station 52	4301 S. Santa Fe Avenue Vernon	<ul style="list-style-type: none"> <li>• 4-Person Engine</li> </ul>	1 Captain, 1 Firefighter Specialist, 2 Firefighters
Station 41	1815 E. 120 <sup>th</sup> Street Los Angeles	<ul style="list-style-type: none"> <li>• 4-Person Paramedic Assessment Engine</li> <li>• 2-Person Paramedic Squad</li> </ul>	1 Captain, 1 Firefighter Specialist, 1 Firefighter Paramedic, 1 Firefighter 2 Firefighter Paramedics
Station 165	3255 Saturn Avenue Huntington Park	<ul style="list-style-type: none"> <li>• 4-Person Engine</li> </ul>	1 Captain, 1 Firefighter Specialist, 2 Firefighters
Station 147	3161 E. Imperial Highway Lynwood	<ul style="list-style-type: none"> <li>• 4-Person Quint</li> <li>• 2-Person Paramedic Squad</li> </ul>	1 Captain, 1 Firefighter Specialist, 1 Firefighter, 1 Firefighter Paramedic 2 Firefighter Paramedics

Note:

Station 65 at 1801 E. Century Boulevard is not part of LACoFD, but part of the City of Los Angeles Fire Department.

Source: LACoFD 2021

During 2020, Station 164 which serves the northern part of the community had an average emergency response time of 4:13 minutes. Fire Station 16 which serves the southern part of the community had an average emergency response time 5:19 minutes. LACoFD uses the national guideline of a 5-minute response time for basic life support in urban areas and an 8-minute response time for advanced life support in urban areas. LACoFD currently has no plans to construct new or expand existing fire stations in the FFTOD Specific Plan Area (LACoFD 2021).

**3.12.1.2 Sheriff Protection**

The Los Angeles County Sheriff’s Department (LASD) provides general law enforcement services to 42 contract cities and 141 unincorporated communities, as well as additional facilities, hospitals, colleges, LA Metro, and Superior Courts. The FFTOD Specific Plan Area is served by the LASD, Century Sheriff’s Station, at 11703 South Alameda Street. The Station’s service area encompasses approximately 12.89 square miles with an estimated resident population of 173,514 persons. The Station is currently staffed by 242 sworn personnel and 34 civilian employees. Approximately 3 daytime shift and 2 nighttime shift sworn personnel patrol the Florence-Firestone community. For 2020, the Station received 57,422 total calls for service. Table 3.12-2 shows the average response times for the Century Station Service Area.

**Table 3.12-2: LASD Century Stations Service Area Response Times**

	<b>Response Time Goal (minutes)</b>	<b>Actual Response Time (2020) (minutes)</b>
Emergency	10	3.6
Priority	20	7.7
Routine	60	41.2

Notes:  
 Los Angeles County Sheriff’s Department  
 Source: LASD 2021

Although law enforcement personnel have been able to address the current service demand based on the order of priority, the Station is understaffed and would require additional law enforcement resources to provide service needs with the increase of development. No expansion or new facilities are proposed at this time. The LASD is the Los Angeles County Operational Area Law Enforcement Mutual Aid Coordinator under the Law Enforcement Mutual Aid Plan issued by the California Office of Emergency Services (LASD 2021).

**3.12.1.3 Schools**

The FFTOD Specific Plan Area includes a total of nine elementary schools, five middle schools, three high schools, and two private schools. Students can attend schools in either Los Angeles Unified School District (LAUSD) District 6 or District 7. A list of the public, charter, and private schools in the FFTOD Specific Plan Area is provided in Table 3.12-3. All schools are within the jurisdiction of the LAUSD (CDE 2021).



**Table 3.12-3: Schools in the FFTOD Specific Plan Area**

<b>School Name and Address</b>	<b>2019-2020 Enrollment</b>
<b>Elementary Schools</b>	
Graham Elementary School, 8407 South Fir Avenue	703
Miramonte Elementary School, 1400 East 68th Street	711
Parmelee Avenue Elementary School, 1338 East 76th Street	849
Russell Elementary School, 1263 Firestone Boulevard	883
Florence Avenue Elementary School, 7211 Bell Avenue	709
Lillian Elementary School, 5909 Lillian Street	491
Dr. Lawrence H. Moore Math, Science, Technology Academy, 1321 East 61st Street	677
Judith F. Baca Arts Academy, 1536 E 89th Street	733
Wisdom Elementary, 1125 E 74th Street	835
<b>Total Enrollment</b>	<b>6,591</b>
<b>Middle Schools</b>	
Charles Drew Middle School, 8511 Compton Avenue	710
Thomas A. Edison Middle School, 6500 Hooper Avenue	1,268
Walnut Park Middle School, 7500 Marbrisa Avenue	499
Alliance Kory Hunter Middle School)(Charter), 5886 Compton Avenue	455
KIPP Philosophers Academy School (Charter), 8300 South Central Avenue	316
<b>Total Enrollment</b>	<b>3,248</b>
<b>High Schools</b>	
Diego Rivera Learning Complex, 6100 South Central Avenue	560
Alliance Margaret M. Bloomfield Technology Academy High School (Charter), 7907 Santa Fe Avenue	525
Animo Pat Brown School (Charter), 8255 Beach Street	600
<b>Total Enrollment</b>	<b>1,685</b>
<b>Private Schools</b>	
St. Malachy Catholic Elementary (Pre-K), 1200 East 81st Street	176
St. Aloysius School (TK-8), 2023 East Nadeau Street	258
<b>Total Enrollment</b>	<b>434</b>

The Diego Rivera Learning Complex, constructed in 2011, and the Walnut Park Middle School, constructed in 2013, were built in response to the growing number of students in the Florence-Firestone community and to relieve overcrowding in schools.

#### **3.12.1.4 Libraries**

The FFTOD Specific Plan Area includes two Los Angeles County Public Libraries: Florence Express Library at Roosevelt Park, 7600 Graham Avenue and Graham Library at 1900 East Firestone Boulevard. Both libraries are managed by the Los Angeles County Library system, which provides library services to the unincorporated areas and 49 of 88 incorporated cities of Los Angeles County.

The Florence Express Library is a temporary library and has a facility size of 2,160 square feet, a collection of 26,427 books and other library materials, and 4 public access computers. The Florence Express Library serves approximately 48,412 persons residing within the unincorporated areas of Los Angeles County. There are plans currently in design for a replacement Florence Library to be located on the second floor of the Los Angeles County Constituent Center at 7807 South Compton Avenue. With construction anticipated to start November 2021, this new 7,970 square-foot library is expected to open Spring 2023 and will permanently replace the temporary library located at Roosevelt Park.

The Graham Library is at 1900 East Firestone Boulevard and has a facility size of 5,125 square feet, a collection of 31,268 books and other library materials, and 13 public access computers. The Graham Library serves approximately 32,323 persons residing within the unincorporated areas of Los Angeles County.

Los Angeles County Library is a member of the Southern California Library Cooperative, a consortium of 40 independent city, county, and special district public libraries in Los Angeles and Ventura counties which cooperate in providing library service to the residents of all participating jurisdictions.

The Los Angeles County Library service level guidelines consist of a minimum of 0.5 gross square foot of library facility space per capita, 3.0 items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and 1.0 public access computers per 1,000 people served. Both the proposed new Florence Library and Graham Library currently do not meet the library facility guidelines for the Florence-Firestone community (Los Angeles County Library 2021).

Additionally, due to the increasing resources being available online, the availability of high speed internet services and a decrease in the need to physically visit a library, the County's library service needs are changing. Los Angeles County Library provides thousands of online reference materials, books, magazines, music, videos, online learning resources, and a mobile library app. Thus, many of the library's resources can be obtained offsite (e.g. from home, work, or mobile internet device).

### **3.12.1.5 Other Public Facilities**

In addition to fire, sheriff, school and library facilities, the FFTOD Specific Plan Area includes other public facilities, such as senior centers, daycare facilities, and community centers, some of which are operated by Los Angeles County agencies. There are two senior centers, one daycare facility and three community centers within the FFTOD Specific Plan Area.

## **3.12.2 Regulatory Setting**

### **3.12.2.1 State**

#### **California Fire Code**

The purpose of the California Fire Code (CFC) is to provide minimum standards to increase the ability of a building to resist fire. The CFC regulates minimum fire safety requirements for new and existing buildings, facilities, storage, and processes. It addresses fire protection and prevention as well as life safety and safe storage and use of hazardous materials. The CFC composes Part 9

of Title 24 of the California Code of Regulations. The CFC is updated on a 3-year cycle; the most recent edition of Title 24 was published on July 1, 2019, with an effective date of January 1, 2020.

### **California Building Code**

The California Building Standards Code is a compilation of building standards. All occupancies in California are subject to national model codes adopted into Title 24, and occupancies are further subject to amendments adopted by state agencies and ordinances implemented by local jurisdictions' governing bodies. The California Building Code comprises Title 24, California Code of Regulations, Part 2. The California Building Code is updated on the same cycle as the CFC.

### **Assembly Bill 2926: School Facilities Act of 1986**

Assembly Bill (AB) 2926 was enacted in 1986 to assist in providing school facilities to serve students generated by new development. AB 2926 authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of impact fees by developers serves as California Environmental Quality Act (CEQA) mitigation to satisfy the impact of development on school facilities.

### **Senate Bill 50**

Senate Bill (SB) 50, passed in 1998, provides a comprehensive financing and reform program for school facilities and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity due to development and related population increases. The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be full and complete mitigation for school facilities.

Under SB 50, there are three levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose 100 percent of the cost of school facility or mitigation on the developer, minus any local dedicated school funds.

## **3.12.2.2 Local**

### **Los Angeles County Library Facilities Mitigation Fees**

Los Angeles County applies a library facilities mitigation fee to new residential developments in the unincorporated areas. This fee is intended to mitigate the significant adverse impacts of increased residential development on the Los Angeles 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, defined in Section 22.72.030 of Los Angeles County’s Zoning Code. There are seven library planning areas, and the libraries within the FFTOD Specific Plan Area fall in the Southeast Library Planning Area. The mitigation fee for the Southwest Library Planning Area is \$970 per dwelling unit for fiscal year 2019-20.

The mitigation fee in each planning area is reviewed annually by the Los Angeles County Librarian in consultation with the Los Angeles County Auditor-Controller. On July 1st of every year, the fee in each library planning area is adjusted based on the Consumer Price Index. According to the Zoning Code, no adjustment shall increase or decrease the fee to an amount more or less than the amount necessary to recover the cost of providing applicable library facilities and services. The provisions of the Library Facilities Mitigation Fee Ordinance are applicable to residential projects only. All library facilities mitigation fees received by Los Angeles County are deposited into a special library capital facilities fund (one for each library planning area) and expended solely for the purposes for which the fees were collected.

**Los Angeles County General Plan Public Services and Facilities Element**

The Los Angeles County General Plan Public Services and Facilities Element provides guidance for the planning of public facilities and infrastructure in conjunction with land use development and growth, including utilities, early care and educational facilities, and libraries. A list of the goals and policies of the General Plan that relate to public services, educational facilities, and libraries is provided in Table 3.12-4.

**Table 3.12-4: Los Angeles County General Plan Goals, Objectives, and Policies Related to Public Services**

Goal	Objective/Policy
<p><b>Goal PS/F 1:</b> A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.</p>	<ul style="list-style-type: none"> <li>• Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities.</li> <li>• Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.</li> <li>• Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers.</li> <li>• Policy PS/F 1.4: Ensure the adequate maintenance of infrastructure.</li> <li>• Policy PS/F 1.5: Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages development.</li> <li>• Policy PS/F 1.6: Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.</li> <li>• Policy PS/F 1.7: Consider resource preservation in the planning of public facilities.</li> </ul>
<p><b>Goal PS/F 7:</b> A County with adequate educational facilities.</p>	<ul style="list-style-type: none"> <li>• Policy PS/F 7.1: Encourage the joint-use of school sites for community activities and other appropriate uses.</li> <li>• Policy PS/F 7.2: Proactively work with school facilities and education providers to coordinate land use and facilities planning.</li> <li>• Policy PS/F 7.3: Encourage adequate facilities for early care and education.</li> </ul>
<p><b>Goal PS/F 8:</b> A comprehensive public library system.</p>	<ul style="list-style-type: none"> <li>• Policy PS/F 8.1: Ensure a desired level of library service through coordinated land use and facilities planning.</li> <li>• Policy PS/F 8.2: Support library mitigation fees that adequately address the impacts of new development.</li> </ul>

### **Florence-Firestone Community Plan**

The Florence-Firestone Community Plan (FFCP) is a policy document for the future development, conservation, and maintenance of the Florence-Firestone community. The Public Facilities section of the FFCP address goals and policies to enhance public facilities and services to accommodate the changing needs of the community over time. These goals and policies highlight the need to increase safe access, and awareness of Los Angeles County services and resources, as well as providing space and capacity to utilize public services and facilities for the youth and community of Florence-Firestone.

### **3.12.3 Methodology**

#### **Thresholds of Significance**

In accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist, the project would have a significant impact on public services if it would:

- Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
  - Fire protection
  - Sheriff protection
  - Schools
  - Libraries
  - Other public facilities

The Appendix G significance criteria listed below is analyzed in Section 3.13, Recreation:

- 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, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

### **3.12.4 Environmental Impacts**

**PUB-1:** *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 fire or police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives?*

#### **Fire Protection**

As described above, LACoFD's response time goals in urban areas are five minutes or less for the first responding unit for fire and emergency medical responses, and eight minutes or less for advanced life support from the paramedic unit. The average response times for the two closest fire stations, Stations 164 and 16, were 4:13 minutes and 5:19 minutes, respectively. As such, these

stations are meeting LACoFD's average response time goals for fire and paramedic responses and fire protection serving the area are adequate for the existing development and land use.

The buildout of the FFTOD Specific Plan Area would result in a net increase of approximately 42,518 additional people associated with approximately 12,110 net new housing units and 2,734 new jobs associated with new commercial development in the FFTOD Specific Plan Area. The increase in residential and nonresidential development is expected to increase typical fire and emergency service calls and may lead to the need for new or expanded fire stations, additional equipment, and additional personnel in order to maintain adequate response times.

This increase would be gradually implemented through 2035, and the fire department would add staff and equipment to the existing stations on an as-needed basis in order to accommodate these increased demands. Due to the large number of existing County fire stations within the FFTOD Specific Plan Area and the anticipated infill development proposed by the FFTOD Specific Plan that would locate all new development within the already served area, the increase in fire department staffing and equipment required to serve the buildout of the proposed Specific Plan would be accommodated by the existing fire stations, and new or physically altered fire protection facilities would not be required to serve the buildout of the Specific Plan. Thus, physical impacts to the environment related to the development of or expansion of fire department facilities would not occur.

Additionally, individually proposed development projects within the Specific Plan area would require incorporation of fire detection and suppression systems (fire alarms and sprinklers), emergency access (fire lanes), and properly placed fire hydrants as required by the Los Angeles County Fire Code (Chapter 12.14 of the County Municipal Code). These project design elements are reviewed and approved by the County Public Works Division and Fire Department prior to the issuance of development permits for each development project in the Specific Plan. These existing County permitting procedures for development further minimize potential impacts associated with provision of fire protection services. Therefore, implementation of the Specific Plan would not require provision of new or physically altered fire protection facilities construction of which could cause significant environmental impacts. Hence, the Specific Plan would not result in impacts related to fire protection services.

### **Sheriff Protection**

As discussed in Section 3.12.1.2, LASD's Century Sheriff's Station is currently understaffed. However, law enforcement personnel have been able to address the current service demand based on the order or priority and have responded to service calls well below the response time goals. In 2020, emergency responses averaged 3.6 minutes with a goal of 10 minutes; priority responses averaged 7.7 minutes with a goal of 20 minutes; and routine responses averaged 41.2 minutes with a goal of 60 minutes (LASD 2021).

The buildout for the proposed FFTOD Specific Plan would increase residents, employees, and daytime population of the Station's service area, which would generate an increased demand for law enforcement services. To accommodate the increase in demand, LASD would be required to hire additional police officers and administrative staff to ensure response times are not adversely impacted. For planning purposes, LASD uses the generally accepted law enforcement service ratio of one patrol deputy per one 1,000 residents. Applying this service ratio, LASD calculates that

buildout of the Specific Plan would require approximately 42 additional deputies to serve the FFTOD Specific Plan Area.

Operational funding for the LASD is derived from various types of tax revenue (property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.), which are deposited in the County’s General Fund. The County Board of Supervisors then allocates the revenue for various County-provided public services, including LASD’s services. As future development occurs, tax revenues from property and sales taxes would be generated and deposited in the County's General Fund and the State Treasury. A portion of these revenues would be allocated to the LASD during the County’s annual budgeting process to ensure adequate staffing and equipment are provided to adequately serve project-related increases in service-call demands.

Additionally, individual projects would be reviewed by County and Sheriff Department staff prior to the developer’s receipt of permits to ensure that appropriate security measures are included in each development (i.e., the general principles of Crime Prevention Through Environmental Design [CPTED]) and would be required to pay all applicable required law enforcement mitigation fees associated with the project. CPTED would reduce opportunities for criminal activities by employing physical design features that discourage anti-social behavior while encouraging the legitimate uses of the site including defensible space, territoriality, surveillance, lighting, landscaping, and physical security. The implementation of the individual project’s Construction Traffic Management Plan and Construction Mitigation Plan would address construction-related traffic congestion and emergency access issues such as temporary lane closures for the installation of utilities, flag persons and detours to ensure safe traffic operations, and construction zone speed limits and signage. These measures would further reduce the need for sheriff services to a level that could be accommodated by existing facilities.

**PUB-2:** *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 school, library, or other public facilities in order to maintain acceptable service ratios or other performance objectives?*

**School Services**

The buildout of the FFTOD Specific Plan Area would result in a net increase of approximately 42,518 additional people associated with 12,110 net new housing units and 2,734 new jobs associated with new commercial development in the FFTOD Specific Plan Area. Overall project buildout would generate approximately 5,570 total students, consisting of 2,664 elementary school students, 1,211 middle school students, and 1,695 high school students. Estimated project student generation is provided in Table 3.12-5.

**Table 3.12-5: Estimated Project Student Generation**

Net Increase (units)	Elementary School (K-5) <sup>1</sup>	Middle School (6-8) <sup>2</sup>	High School (9-12) <sup>3</sup>	Total
12,110	2,664	1,211	1,695	5,570

Notes:

1 Generation Factor: 0.22

2 Generation Factor 0.10

3 Generation Factor 0.14

Source: City of Los Angeles 2006

As previously discussed, the Diego Rivera Learning Complex and Walnut Park Middle School were constructed to relieve the overcrowding in schools due to the growing number of students in the Florence-Firestone community. Development of the FFTOD Specific Plan is expected to be gradually implemented through 2035. Enrollment fluctuates over time as students graduate, thereby allowing additional capacity.

Additionally, projects developed under the Specific Plan would pay SB 50 school impact fees to the LAUSD. For every new residential development in the Specific Plan Area, developer fees would be collected and contributed towards LAUSD's funds to construct new or expand existing school facilities. Such fees are defined as full and complete mitigation for the impact of development projects on school facilities. Furthermore, school capacity and impact fee payment pursuant to implementation of the FFTOD Specific Plan would be assessed on a project-by-project basis. Impacts would be less than significant.

### **Library Services**

As previously described, the Florence and Graham libraries are both already experiencing deficiencies. Buildout of the FFTOD Specific Plan would result in 12,110 additional residential units that would house approximately 42,518 additional persons which would create a need for an additional 21,259 square feet of facility space, 116,925 collection items, and 43 public access computers. This increase in population would further strain library services in this service area.

However, to minimize the impact of residential projects on library services, Los Angeles County Library collects a one-time Library Facilities Mitigation Fee from developers at the time building permits are requested for all new residential dwellings located within the unincorporated areas of Los Angeles County served by Los Angeles County Library. The FFTOD Specific Plan is located in the Library's Planning Area 5- Southeast which requires \$970 per dwelling unit. A total of \$11,746,700 of developer fees would be collected for development projects under the FFTOD Specific Plan which anticipates 12,110 additional residential units. Use of such fees by Los Angeles County Library for construction of new and/or expanded library facilities would reduce project impacts on library facilities in the FFTOD Specific Plan Area. Impacts would be less than significant.

### **Other Public Facilities**

As discussed in Section 3.12.1.5, two senior centers, one daycare facility and three community centers are located within the FFTOD Specific Plan Area. Because the proposed Specific Plan would implement redevelopment and infill development within the urban area that is already served by developed service infrastructure, as directed by the County General Plan's policies, the project would not require development of other public service facilities and impacts would not occur.

## **3.12.5 Programmatic Mitigation Measures**

No programmatic mitigation measures are required.



### **3.12.6 Level of Significance after Mitigation**

Impacts would be less than significant.

### **3.12.7 Cumulative Impacts**

The cumulative study area for public services includes all areas within the Florence-Firestone community and the areas (such as the city of Los Angeles, city of Lynwood, and city of Compton areas) that are adjacent to the FFTOD Specific Plan Area. Future growth in the vicinity of the FFTOD Specific Plan Area is anticipated to be similar in character and intensity as existing development and proposed land uses under the FFTOD Specific Plan. It is reasonable to assume that as future developments in the vicinity would be processed through Los Angeles County and adjacent incorporated cities, these projects would be reviewed by the LACoFD, LASD, LAUSD, and the Los Angeles County Public Libraries to ensure potential environmental impacts to these public services can be accommodated. Therefore, the project would not contribute to cumulative environmental impacts to public services.

Cumulative development projects are anticipated to occur within the Specific Plan vicinity throughout the implementation period of the proposed Specific Plan, which would generate demand for additional fire protection and emergency medical services. Like the proposed Specific Plan, the related projects would be reviewed by County Fire Department staff prior to permit approval and would be required to implement fire protection design features per the California Building Code and Los Angeles County Fire Code (Chapter 12.14 of the County Municipal Code), which would reduce potential fire hazards. Because the cumulative area is urban and developed, is served by six stations, and future cumulative development projects would consist of redevelopment or infill development of new uses that would be required to meet current fire codes, cumulative development would not result in physical environmental impacts related to the need to provide additional facilities for fire protection services. Because the proposed project and cumulative projects would not result in physical environmental impacts related to fire protection services, the proposed project would not have a cumulatively considerable impact.

Overall, as described by the County General Plan, projected growth in the County is not anticipated to result in the need for new or expanded sheriff facilities in the portion of the County including the Specific Plan area, and the existing facilities would be able to accommodate buildout of the proposed Specific Plan. Therefore, cumulative development would not result in physical environmental impacts related to sheriff services and cumulative impacts would be less than significant. Because the proposed project and cumulative projects would not result in physical environmental impacts related to sheriff services, the proposed project would not have a cumulatively considerable impact.

Although cumulative development would increase residential development and introduce new students enrolling in LAUSD schools, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the legislature to constitute “full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities” (Government Code Section 65995[h]). Therefore, the increase in demand for school facilities and services due to cumulative development would be adequately mitigated to a less than significant level by the payment of SB 50 fees.

Cumulative development in accordance with the County's General Plan would increase residential development and introduce new residents that may increase demand on existing library services. The County applies a library facilities mitigation fee to new residential developments in the unincorporated areas and would mitigate the significant adverse impacts of increased residential development on the library system. The library facilities mitigation fee is based on the estimated cost of providing the projected library facility needs in each of the seven library planning areas per Section 22.72.030 of the County's Zoning Code. Therefore, cumulative impacts to library facilities and services would be less than significant, and project impacts would not be cumulatively considerable.

### **3.12.8 References**

California Department of Education, California School Directory (CDE). Available at: <https://www.cde.ca.gov/schooldirectory> Accessed March 17, 2021.

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### 3.13 RECREATION

This section evaluates the potential for implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) to impact public parks and recreational facilities.

#### 3.13.1 Environmental Setting

Los Angeles County has parkland goals of four acres of local parkland per 1,000 residents, and six acres of regional parkland per 1,000 residents. The ratio of park space per 1,000 residents for Los Angeles County averages at 3.3 acres (DPR 2015).

##### 3.13.1.1 Existing Parks

There are five parks and recreational facilities within the FFTOD Specific Plan Area, totaling 78.8 acres. All five parks are operated by the Los Angeles County Department of Parks and Recreation. A list of these parks is provided in Table 3.13-1; these parks are further described below.

**Table 3.13-1: Public Parks in the FFTOD Specific Plan Area**

Name and Address	Amenities	Size (acres)
Ted Watkins Memorial Park 1335 E 103rd Street, Los Angeles, CA 90002	Baseball fields, softball field, soccer field, tennis courts, basketball courts, volleyball court, playground, fitness zone, pool building, skate park, plaza, picnic and barbeque areas, community center, gymnasium, and computer lab	27.67
Franklin D. Roosevelt Park 7600 Graham Avenue, Los Angeles, CA 90002	Baseball fields, softball field, soccer field, tennis courts, basketball courts, volleyball court, skate park, gymnasium, swimming pool, picnic area, senior center, computer lab and playground	24.35
Col. Leon H. Washington Park 8908 South Maie Avenue, Los Angeles, CA 90002	Futsal court, tennis courts, basketball court, picnic area, fitness zone, community garden, playground, community center, gymnasium, computer lab, and pool building	12.63
Mary MacLeod Bethune Park 1244 East 61st Street, Los Angeles, CA 90002	Gymnasium, community center, computer lab, baseball field, softball field, handball court, basketball court, playground, picnic area, pool building, and skate park	5.31
El Parque Nuestro 1675 Gage Avenue, Los Angeles, CA 90002	Children’s playground, fitness zone, multi-use trail, educational information kiosk	0.53

#### Ted Watkins Memorial Park

Ted Watkins Memorial Park is at 1335 East 103rd Street and is bound by Century Boulevard to the north, Success Avenue to the east, East 103rd Street to the south, and South Central Avenue to the west. The park encompasses 28 acres, making it the largest park in the FFTOD Specific Plan Area. The park provides space for activities such as baseball, flag football, basketball, and soccer. It also includes the following amenities: a swimming pool, skate park, community center, gymnasium, picnic and barbeque areas, walking path with fitness zones, and a farmer’s market.

### **Franklin D. Roosevelt Park**

Franklin D. Roosevelt Park is at 7600 Graham Avenue and is bound by Holmes Avenue to the north, Whitsett Avenue to the east, Nadeau Street to the south, and Graham Avenue to the west. The park is within the change areas, southeast of the Florence Station for the LA Metro A Line. The park encompasses 24.35 acres and includes the following amenities: athletic fields, multi-purpose fields, athletic courts, skate park, two gymnasiums, swimming pool, and a multi-purpose community senior center that offers community programs for youth, adults, and seniors.

### **Col. Leon H. Washington Park**

Col. Leon H. Washington Park is at 8908 South Maie Avenue and is bound by Firestone Boulevard to the north, Graham Avenue to the east, East 92nd street to the south, and Maie Avenue to the west. The park is within the change areas, southwest of the Firestone Station for the LA Metro A Line. The park encompasses 12.63 acres and includes the following amenities: a playground, community recreation center, gymnasium, computer lab, swimming pool, and athletic facilities. The park is also home to the Drew League, a popular basketball league that hosts games every weekend from May to August, totaling more than 155 games per season.

### **Mary MacLeod Bethune Park**

Mary MacLeod Bethune Park is at 1244 East 61st Street and is bound by East 61st Street to the north, Hooper Avenue to the east, East Gage Avenue to the south, and South Central Avenue to the west. The park encompasses 5.3 acres and includes the following amenities: a gymnasium, community room, computer lab, baseball diamond, swimming pool, and a skate park. A partnership between Los Angeles County and Kids N' Sports provides organized youth sports leagues including baseball, softball, soccer, and flag football at this park.

### **El Parque Nuestro**

El Parque Nuestro is at 1675 Gage Avenue and is bound by East 63rd Street to the north, Holmes Avenue to the east, East Gage Avenue to the south, and Converse Avenue to the west. The park is within the change areas, midway between the Slauson and Firestone stations for the LA Metro A Line. The park encompasses 0.53 acres and is the only pocket park in the community; it includes the following amenities: a children's playground, training circuit, recycled picnic tables, an educational information kiosk, and lawn areas.

#### **3.13.1.2 Proposed Parks**

A new, multi-block park will be developed in the community of Florence-Firestone. The park will be in a portion of the undeveloped utility corridor owned by the Los Angeles Department of Water and Power. The park will include new jogging/walking paths, half basketball courts, a multi-purpose field, playground areas, exercise equipment, an outdoor stage, public art, gardens, and landscaping and lighting throughout the park. It is scheduled for completion in 2023 (Yom 2021).

#### **3.13.1.3 Parks to Population Ratio in the FFTOD Specific Plan Area**

According to the Los Angeles Countywide Parks and Recreation Needs Assessment (Parks Needs Assessment) managed by the Los Angeles County Department of Parks and Recreation, the

Unincorporated Florence-Firestone study area has a total of 78.8 park acres for a population of 64,585 residents.<sup>1</sup> Thus, the parkland to population ratio is 1.2 acres of local parkland per 1,000 residents, far below the Los Angeles County standard of four acres per 1,000 residents. This Park Needs Assessment determined that Florence-Firestone has a very high level of park need where an increase in the population density of the area may increase the use of parks to the extent that further deterioration of the park facilities could occur (DPR 2016).

### **3.13.2 Regulatory Setting**

#### **State**

##### ***Quimby Act (Government Code 66477)***

The California Quimby Act, as part of the Subdivision Map Act, applies to residential subdivisions and permits cities and counties, by ordinance, to require the dedication of land, the payment of in-lieu fees, or a combination of both, for park and recreational purposes as a conditional of approval for a final tract map or parcel map. The Quimby Act requires that developers set aside land, donate conservation easements, or pay fees for park improvements. The goal of the Quimby Act is to require developers to help mitigate the impacts of development. The Quimby Act establishes a standard of dedicating three acres of parkland per 1,000 residents for subdivisions.

##### ***The Mello-Roos Community Facilities Act of 1982***

The Mello-Roos Community Facilities Act provides an alternative method of financing certain public capital facilities and services, especially in developing areas and areas undergoing rehabilitation. This state law empowers local agencies to establish Community Facilities Districts, special districts established by local governments in California, as a means of obtaining community funding.

##### ***Landscaping and Lighting Act of 1972, California Streets and Highway Code Section 22500-22509***

The California Landscaping and Lighting Act of 1972 authorizes local legislative bodies to establish benefit related assessment districts or landscaping and lighting districts. Legislative bodies can levy assessments for the construction, installation, and maintenance of certain public landscaping and lighting improvements, including local public parks.

#### **Local**

##### ***Los Angeles County Code***

The Los Angeles County Code contains provisions that regulate the provision of parklands for new subdivisions in accordance with the Quimby Act. County Code Section 21.24.340 (Residential Subdivisions, Local Park Space Obligation, Formula) uses a formula to determine the amount of parkland required to be dedicated by the subdivider as a part of the subdivision map approval process. In accordance with Section 21.28.140, the developer may choose to pay a fee in lieu of the provision of parkland but develop it with amenities equal to the value of what the in-lieu fee

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<sup>1</sup> This assessment includes Augustus Hawkins Natural Park, which is not accounted for in the FFCP because it is outside of the boundaries of the FFCP area.

would be. The formula considers the number of dwelling units in the subdivision, the average household size by Park Planning Area (PPA), and the adopted ratio of 3 acres of parkland per 1,000 residents, per the Quimby Act. As a condition of zone change approval, General Plan amendment, specific plan approval, or development agreement, Los Angeles County may require a subdivider to dedicate land according to the General Plan goal of 4 acres of local parkland per 1,000 residents, and 6 acres of regional parkland per 1,000 residents.

Once the local park space obligation is determined, Los Angeles County Code Section 21.24.350 (Residential Subdivisions, Provision of Local Park Sites) includes regulations pertaining to the siting of park facilities as well as provisions that give the option to subdividers of 50 units or less to choose to provide the obligatory amount of parkland, any excess of which would be credited to the subdivision or otherwise allow any remaining obligation to be satisfied by the payment of park fees in accordance with the provisions of Section 21.28.140. In addition, because only the portions of the land dedicated for parkland that are suitable for park use can be counted against the obligation of the subdivider, attributes of the park space including the slope of the site are used to determine the amount of land that can be counted against the subdivider’s obligation. For example, for the portions of the site in excess of 20 percent slope, only 10 percent of the acreage will be counted against the subdivider’s obligation, whereas all of the land that is less than 3 percent slope can be counted toward the obligation.

Section 21.28.140 (Park Fees Required When, Computation and Use) has provisions regarding the payment of in-lieu fees for any portion of the dedication obligation not satisfied by the subdivider. These fees would be enforced as a condition of approval on the final approval of the subdivision. The in-lieu fee is determined by multiplying the amount of park space not satisfied by the representative land value for the appropriate PPA. Park fees are only used for acquiring local park land or developing new or rehabilitating existing recreational facilities. This section also makes it the responsibility of the Los Angeles County Department of Parks and Recreation to develop a schedule specifying how, when, and where it will use the land, fees, or both from each subdivision to develop park or recreational facilities within the applicable PPA. The Florence-Firestone community is in PPA 23. The local park space obligations in acres per residential unit for residential subdivisions in PPA 23 are provided in Table 3.13-2.

**Table 3.12-2: Parkland Obligation for Residential Subdivisions, PPA 23 (Florence-Firestone)**

Residential Unit Type	Average Household Size	Acres per Resident	Acres per Residential Unit
Detached and Attached Single-Family Residences	4.50	.003	0.01353
Multi-Family Housing Containing Two to Four Dwelling Units	3.78	.003	0.01095
Multi-Family Housing Containing Five or More Dwelling Units	3.43	.003	0.00999
Mobile Homes	3.90	.003	0.01164

Notes:

PPA = Park Planning Area

Source: Los Angeles County Ordinance Section 21.24.340

**Proposition A: Safe Neighborhood Parks Proposition of 1992 and 1996; and Measure A**

Los Angeles County residents recognize the importance of the region’s parks, beaches, open spaces, and natural areas and have repeatedly supported them by voting for local parks funding

measures. In 1992 and 1996, Los Angeles County voters approved two local parks funding measures, both called Proposition A. The 1992 Proposition A created the Regional Park and Open Space District and generated annual revenue of \$52 million until its expiration in 2015. The 1996 Proposition A generates \$28 million annually and expired in 2019. Since 1992, the Regional Park and Open Space District has awarded grant funds for more than 1,500 projects for parks, recreational, cultural, and community facilities as well as beaches and open space lands throughout the county.

Measure A was developed based on the findings of the Los Angeles Countywide Parks and Recreation Needs Assessment and was approved in November 2016 with nearly 75% of voters supporting it. Generating more than \$90 million per year for Los Angeles County's local parks, beaches, and open space areas, Measure A is an annual parcel tax of 1.5 cents per square foot of improved property, and includes both formula-based allocations to study areas and competitive grants that are open to public agencies, nonprofit organizations, and schools. Unlike Proposition A, Measure A does not have an expiration date.

### ***County of Los Angeles Park Design Guidelines and Standards***

The County of Los Angeles Park Design Guidelines and Standards are intended to guide Los Angeles County staff, design professionals, and other agencies on how to design and develop parks that meet Los Angeles County standards and expectations. The manual provides input from the Department of Parks and Recreation staff, other departments, and outside partners such as nonprofit organizations and private developers with an interest in park design. The guidelines and standards address topics for recreational facilities such as spatial organization, circulation, landscaping, utilities, and sustainable products and plants.

### ***Los Angeles County General Plan Parks and Recreation Element***

The Los Angeles County General Plan Parks and Recreation Element guides policy for the maintenance and expansion of Los Angeles County's parks and recreation system. The purpose of the Parks and Recreation Element is to plan and provide for an integrated parks and recreation system that meets the needs of residents. The following policies pertain to the project:

- **Policy 3.1:** Acquire and develop local and regional parkland to meet the following Los Angeles County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County.
- **Policy 3.2:** For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, work with developers to provide for local and regional parkland above and beyond their Quimby Act obligations.

### ***Florence-Firestone Community Plan***

The Florence-Firestone Community Plan (FFCP) is a policy document for the future development, conservation, and maintenance of the Florence-Firestone community. The Parks and Recreation section of the FFCP addresses the existing conditions of parks in the community. There are five parks in the community that provide a range of active and passive recreation facilities from athletic fields to playgrounds and picnic areas. Despite its existing parks, the community remains underserved by local and regional parks and open space. The parks' total approximately 80 acres

of designated park space. This equates to approximately 1 acre of parkland per 1,000 residents, far below the goal standard of 4 acres of parkland per 1,000 residents established by the Los Angeles County General Plan. The FFCP contains the following policies pertaining to parks, pathways, and connectivity:

- **Policy PR 3.1:** Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County.
- **Policy PR-4.1:** Pathway Network. Develop a comprehensive community-wide network with urban trails, green pathways, and bike and pedestrian infrastructure, connecting neighborhoods to open space, transit, public facilities, and community destinations.
- **Policy PR-4.2:** Park Connectivity. Provide safe and visible pedestrian connections within 0.5-mile of parks, including clear pathways to transit stations, landscaped curb extensions, lighted crosswalks, pedestrian access across landscaped medians, attractive bridge crossings over the LA Metro Blue Line and railroad rights-of-way, and other elements, where appropriate, to ensure safe park access.

### ***Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment***

Adopted by the Board of Supervisors on July 5, 2016, the Parks Needs Assessment was a historic and significant undertaking to engage all communities within Los Angeles County in a collaborative process to gather data and input for future decision-making on parks and recreation. The primary goal of the assessment was to quantify the magnitude of need for parks and recreational facilities and determine the potential costs of meeting that need. The final report uses a transparent, best-practices approach to evaluate park and recreation needs, and is the product of an engagement process that involved the public, cities, unincorporated communities, community-based organizations, and other stakeholders. Specifically, the assessment:

- Uses a set of metrics to measure and document park needs for each study area
- Establishes a framework to determine the overall level of park need for each study area
- Offers a list of priority park projects for each study area
- Details estimated costs for the priority park projects by study area
- Builds a constituency of support and understanding of the park and recreational needs and opportunities
- Informs future decision-making regarding planning and funding for parks and recreation

The FFTOD Specific Plan Area is in the Unincorporated Florence-Firestone study area, which is an area of Very High level of park need. As described, the Parks Needs Assessment indicates that the Unincorporated Florence-Firestone study area has a total of 78.8 park acres for the population of 64,585 residents, or 1.2 park acres per 1,000 residents. (DPR 2016).

### **3.13.3 Methodology**

This section evaluates the potential for the project to adversely alter the existing operations of parks and recreational facilities. Websites from the following agencies were consulted for locations and general information regarding parks and recreation: Los Angeles County Department of Parks



and Recreation and DRP, including the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Planning documents were reviewed for relevant plans, goals, and policies.

The analysis of parks and recreation facilities considers the increase in use that would be generated by the implementation of the FFTOD Specific Plan in relation to the ability of existing park and recreation facilities to meet that demand. The analysis considers whether an increase in use would result in the substantial physical deterioration of the facility, the construction or expansion of recreational facilities, or the need for new or expanded park and recreational facilities.

### 3.13.3.1 Thresholds of Significance

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines and the County of Los Angeles Environmental Checklist, the project would have a significant impact on recreation if it 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
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

The following threshold related to parks is from Section 3.12, Public Services, in Appendix G of the CEQA Guidelines. The project would have a significant impact on parks if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: parks.

The following threshold was scoped out of the analysis in the Initial Study (Appendix A), and is only described in Chapter 5, Other CEQA Considerations:

- Would the project interfere with regional trail connectivity?

### 3.13.4 Environmental Impacts

**REC-1:** *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?*

The FFTOD Specific Plan does not identify or propose any specific development or improvement projects, but implementation and buildout of the FFTOD Specific Plan would result in approximately 12,110 net new additional residential units and approximately 42,518 additional people and support a wide variety of housing types including townhomes, apartments, duplexes, triplexes, and fourplexes for multifamily density residences.

Los Angeles County Code Section 21.24.340 requires that the subdivider of a residential subdivision shall provide local park space to serve the subdivision, pay a fee in lieu of the provision of such park land in accordance with the provisions of Section 21.28.140, provide local park space

containing less than the required obligation but developed with amenities equal in value to the park fee, or do a combination of the above in accordance with the requirements of this title. According to the formula used for parkland obligation for residential subdivisions within PPA 23, Florence-Firestone, the parkland obligation for single-family residences is 0.01352 acres of parkland per unit, while multifamily residences are 0.01095 acres of parkland per unit for developments with two to four dwelling units and 0.00999 acres per unit for developments with 5 or more units (Table 3.13-2). Most of the proposed units would be multifamily residences because the FFTOD Specific Plan includes development standards and design guidelines appropriate for meeting the planned density and intensity established by the General Plan Land Use Designations; therefore, the parkland obligations of 0.01095 and 0.00999 acre per unit are used here. As such, buildout of the FFTOD Specific Plan would require dedication of approximately 129 to 141 acres of parkland. The parkland dedication can be in the form of parkland space, payment of in-lieu fees, or a combination thereof.

The existing parkland-to-population ratio is 1.2 acres of local parkland per 1,000 residents in the FFTOD Specific Plan Area (including the Augustus Hawkins Natural Park), far below the Los Angeles County goal standard of four acres per 1,000 residents. However, developers of residential units in the FFTOD Specific Plan Area would be required to provide the appropriate amount of parkland based on the proposed development size and allow public access to the parkland, or pay in-lieu fees that would go toward funding Los Angeles County acquisition of local park land or rehabilitation of existing recreational facilities. The FFTOD Specific Plan would also require developers provide publicly accessible open space based on the unit size of residential or mixed use developments for multi-family development. These requirements would provide adequate park land for the new developments and are as follows:

- Studio unit requires 125 square feet of open space
- 1 bedroom unit requires 150 square feet of open space
- 2 bedroom unit requires 200 square feet of open space
- 3+ bedroom unit requires 250 square feet open space

In addition, each residential or mixed use development shall be required to include public open space subject to the following standards for gross square feet (GSF) and gross floor area (GFA):

- < 80,000 GSF requires no open space
- 80,000 > 119,999 GSF requires 2% of GFA
- 120,000 > 159,999 GSF requires 3% of GFA
- 160,000 > 199,999 GSF requires 4% of GFA
- 160,000 > 199,999 GSF requires 5% of GFA

The FFTOD Specific Plan area is almost entirely built out with urban uses. There is very little vacant unincorporated land that could be developed as parkland to serve the Florence-Firestone community. The Quimby Act is a mechanism that can help to secure parkland and/or funding for improving existing and developing new parks in the Florence-Firestone community. As allowed by the Quimby Act and pursuant to the County Municipal Code, new residential subdivisions must dedicate parkland or pay in-lieu fees (or both, in some circumstances) to enable Los Angeles County to maintain a ratio of three acres of local parkland for every 1,000 residents (Section 21.24.340). This provision ensures that when new residential subdivisions are developed,

there is an increase in parkland and/or funding for park improvement and/or development proportional to increases in population. Alternatively, developments would be required to be designed to incorporate open space in accordance with the requirements of the FFTOD Specific Plan and Los Angeles County Title 22. Therefore, the impact would be less than significant.

**REC-2:** *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

As analyzed in REC-1, it is likely that future developers of residential subdivisions in accordance with the FFTOD Specific Plan would pay in-lieu fees rather than provide new parkland to meet the Los Angeles County's local parkland standard, given the built-out nature of the FFTOD Specific Plan Area. In addition, there is no specific zone pertaining to park or open space use under the FFTOD Specific Plan. The FFTOD Specific Plan buildout would include pedestrian and bicycle infrastructure for mobility improvements. Pedestrian and bicycle infrastructure would be constructed in accordance with all relevant design standards and Los Angeles County Code. No other recreational facilities would be included under the FFTOD Specific Plan. The project would not require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Therefore, the impact would be less than significant.

**REC-3:** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?*

As discussed above in REC-2, the FFTOD Specific Plan would not include development of new parks nor the physical alteration of existing parks. Buildout of the FFTOD Specific Plan would result in a net increase of 12,110 additional residential units that would house approximately 42,518 additional persons, thereby increasing demand for park services in the service area. Florence-Firestone has a very high park need and the five parks in the FFTOD Specific Plan Area need improvements. The parkland to population ratio is 1.2 acres of local parkland per 1,000 residents and below the Los Angeles County standard. Therefore, additional service demands caused by buildout would intensify the conditions and service deficits of the parks. Therefore, any new residential projects developed under the FFTOD Specific Plan would be required to fulfill parkland obligations to provide local park space and/or pay park facilities mitigation fees to Los Angeles County. Use of such fees for construction of new and/or expanded park facilities would reduce project impacts on park facilities. Alternatively, developments would be required to be designed to incorporate open space in accordance with the requirements of the FFTOD Specific Plan. Therefore, the impact would be less than significant.

### **3.13.5 Programmatic Mitigation Measures**

No programmatic mitigation measures are required.

### **3.13.6 Level of Significance after Mitigation**

Impacts would be less than significant.

### 3.13.7 Cumulative Impacts

The area considered for cumulative impacts to parks and recreational facilities is the FFTOD Specific Plan Area. Buildout of the FFTOD Specific Plan would result in a net increase of 12,110 additional residential units that would house approximately 42,518 additional people. Based on the Los Angeles County's local parkland standard of four acres per 1,000 residents, the FFTOD Specific Plan Area would need a total of approximately 428 acres of local parkland. Currently, there are 78.8 acres of local parkland.

The extent to which Los Angeles County can implement parks, trails, and other recreational facilities is related to the availability of funding for land acquisition, construction, operations, maintenance, and programming. The Quimby Act is a mechanism to secure parkland and/or funding for improving existing and developing new parks. As allowed by the Quimby Act and pursuant to the Los Angeles County Municipal Code, new residential subdivisions must dedicate parkland or pay in-lieu fees (or both, in some circumstances) to enable Los Angeles County to maintain a ratio of 3 acres of local parkland for every 1,000 residents (Section 21.24.340). This provision ensures that when new residential subdivisions are developed, there is an increase in parkland and/or funding for park improvement and/or development proportional to increases in population. Other regulations—including the Mello-Roos Community Facilities Act of 1982 and the Landscaping and Lighting Act of 1972—help to ensure funding for the improvement of existing parks and the development of new parks in Florence-Firestone which is identified as a Very High need area in the Countywide Parks Needs Assessment. Additionally, per General Plan Policy P/R 3.3, Los Angeles County strives to provide additional parks in communities with insufficient local parkland. Los Angeles County may require a subdivider to dedicate land to meet the Los Angeles County 2035 General Plan goal of 4 acres of local parkland per 1,000 residents in unincorporated areas (Los Angeles County 2011). Enforcement of the goal of 4 acres of local parkland, for every 1,000 residents as a condition of approval where an appropriate nexus exists would serve to reduce the potential for deterioration of facilities by allowing for adequate funding. Adherence to Los Angeles County Municipal Code Section 21.24.340 and the County's continued implementation of park improvement and development projects in Florence-Firestone would ensure that the adequate amount of parkland would be available in the future. Therefore, existing regulations ensure that future funding for parkland acquisition would be proportional to increases in population and cumulative impacts would be less than significant.

### 3.13.8 References

- Los Angeles County Department of Parks and Recreation (DPR). 2016. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment Final Report, 2016, available at: <https://lacountyparkneeds.org/final-report/>, accessed March 1, 2021.
- Los Angeles Countywide Parks & Recreation Needs Assessment. 2020. Parks within the Florence-Firestone area. available at: <http://lacountyparkneeds.org/>, accessed March 1, 2021.
- Los Angeles County Department of Regional Planning, 2015. Los Angeles County General Plan 2035, Parks and Recreation Element, available at: [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan-ch10.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch10.pdf), accessed March 1, 2021.
- Yom, Julie, AICP (Park Planner). 2021, June 3. Written response to service questionnaire. County of Los Angeles Department of Parks and Recreation.

## 3.14 TRANSPORTATION

This section provides an overview of the existing and potential future transportation and mobility conditions in the project area relative to the required areas of analysis to identify transportation impacts. As required by the Los Angeles County Public Works *Transportation Impact Analysis Guidelines* (July 23, 2020), this section provides analysis and discussion of the metrics, thresholds, and impacts that are relevant to the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan).

### 3.14.1 Environmental Setting

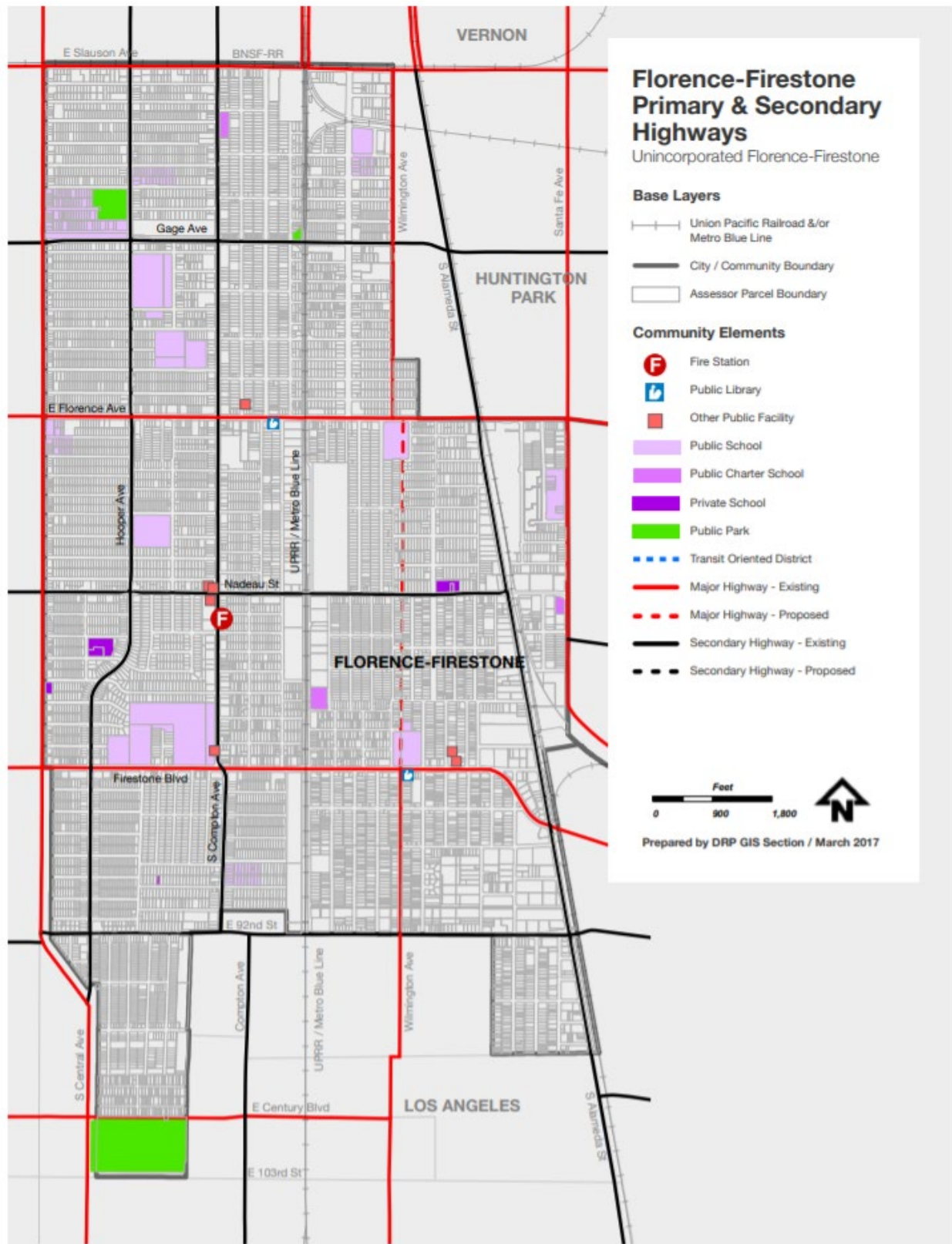
The FFTOD Specific Plan Area encompasses the Los Angeles County unincorporated community of Florence-Firestone. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.48 square miles. The area is bound by the city of Los Angeles to the north, south, and west. The City of Huntington Park, the City of South Gate, and the unincorporated community of Walnut Park are to the east of the FFTOD Specific Plan Area. The LA Metro A Line (previously LA Metro Blue Line), which connects downtown Los Angeles to Long Beach, has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone stations) and operates numerous bus routes in the community. Three freeways (I-110, I-105, I-10) are within a 2.5-mile radius of the community.

Four major arterials are responsible for the movement of most personal and commercial vehicles, trucks, transit vehicles, and pedestrians: Slauson Avenue, Florence Avenue, Firestone Boulevard, and Compton Avenue. Primary and Secondary Highways within the FFTOD Specific Plan Area are shown in Figure 3.14-1.

Although the community is well-connected by public transit, the FFTOD Specific Plan Area is characterized by a challenging environment for travel across all modes: high vehicle speeds, lack of sufficient pedestrian and bicycle infrastructure, bus stops that lack sufficient amenities like benches and shelters, and degraded pavement quality along some streets. The area lacks an overall cohesive walking network, with large blocks and few protected crossings, while the LA Metro Rail Line creates a mostly impermeable north/south barrier. The miles of bicycle infrastructure are also below average for Los Angeles County.

Slauson Avenue, Florence Avenue, Firestone Boulevard, and Compton Avenue exhibit “hotspot” collision patterns. Vehicle collisions compose the majority of all collisions occurring in the study area. Vehicle collisions have generally been trending upward, from 95 in 2014 to 163 in 2017, decreasing slightly to 149 in 2018. Pedestrian collisions with vehicles have also trended upward over the same period, peaking at 38 in 2016 before decreasing to 32 in 2018. Bicycle collisions with vehicles fell from 28 in 2014 to 18 in 2016, before increasing again to 29 in 2018. Of these collisions, the number resulting in fatalities or severe injuries, known as killed or seriously injured (KSI) collisions, have comprised about 10% of total collisions each year, with an over-representation of pedestrian KSI collisions. Total KSIs in the study area fell from 12 in 2014 to 8 each in 2015 and 2016 before rising to 15 in 2017 and 14 in 2018.

Figure 3.14-1: FFTOD Specific Plan Area Primary and Secondary Highways



Source: Los Angeles County Department of Regional Planning, Florence-Firestone Community Plan, September 2019.

Opportunities to cross major arterials on foot and connections across the LA Metro A (Blue) Line itself are limited and may be contributing to the historical pedestrian collision patterns that have been observed in the study area. In particular, the spacing between crosswalks and signalized crosswalks at intersections varies between 600 and 1,250 feet, which makes pedestrian crossings on major arterials like Compton Avenue difficult for pedestrians in that corridor. Many sidewalks are as narrow as 6 feet and constrained by walls, without on-street parking or any other buffer between pedestrians and vehicle traffic.

Transit service is present throughout the study area, but headways are long, particularly in off-peak periods. There are 10 LA Metro Transit lines that serve the study area (lines 53, 55, 60, 102, 108, 110, 111, 115, 251, 611), in addition to three rail transit stations on the LA Metro A (Blue) Line (Firestone Station, Florence Station, and Slauson Station). Changes due to LA Metro’s NextGen Bus Plan will increase frequencies on the routes with the highest ridership, including the 108 and 60. All other routes will see no change or lower frequencies. Lines 254 and 612 were discontinued in December 2020 due to low ridership, while line 751 was merged with line 251. In addition to LA Metro service, Los Angeles County Public Works provides shuttle service through the study area via the Link – Florence-Firestone/Walnut Park route, which operates on 60-minute headways.

**Table 3.14-1: LA Metro Bus Routes and Headways**

Route	Route Description	Weekday Hours	Weekend Hours	Current Bus Frequency		NextGen Bus Frequency	
				a.m.	p.m.	a.m.	p.m.
LA Metro A (Blue) Line	Downtown LA – Long Beach	3 a.m. to 1 a.m.	3 a.m. to 1 a.m.	7	7	No change	
53	Downtown LA – California State University Dominguez Hills via Central Ave	4 a.m. to 1 a.m.	4 a.m. to 1 a.m.	14	9	10	10
55	Downtown LA – Willowbrook Station via Compton Ave	24 hours	24 hours	17	10	12	12
60	Downtown LA – Artesia Station via Long Beach Blvd	24 hours	24 hours	9	6	5	5
102	LAX City Bus Center – South Gate via La Tijera-Exposition	5 a.m. to 12 a.m.	5 a.m. to 12 a.m.	35	37	40	40
108	Marina Del Rey – Pico Riviera via Slauson Ave	4 a.m. to 11 p.m.	5 a.m. to 11 p.m.	14	16	7.5	7.5
110	Playa Vista – Bell Gardens via Jefferson Blvd-Gage Ave	5 a.m. to 12 a.m.	5 a.m. to 12am	18	12	15	15
111	LAX City Bus Center – Norwalk Station via Florence Ave	24 hours	24 hours	9	10	13	13
115	Playa Del Rey – Norwalk via Manchester-Firestone	4 a.m. to 12 a.m.	5 a.m. to 12 a.m.	13	10	12	12
251	Cypress Park – Long Beach Blvd C Line Station via Soto St	24 hours	24 hours	9	9	10	10
611	Huntington Park Shuttle	5 a.m. to 10 p.m.	5 a.m. to 10 p.m.	46	49	60	60

Source: LA Metro (2020) and FFTOD Specific Plan Mobility & Equity Study (2020).

Compared to other parts of Los Angeles County, socioeconomic conditions in the study area (such as household income) seem to be influencing vehicle ownership and use. The FFTOD Specific Plan Area has higher rates of households that lack access to a vehicle and lower rates of personal vehicle use for some types of trips. In addition, the Mobility and Equity Study conducted as part of the FFTOD Specific Plan identified a high risk of displacement in the study area due to the following factors (compared to Los Angeles County overall):

- High proportion of renters
- High proportion of low and medium income households
- Large household sizes
- Large population of Hispanic/Latinx residents
- Lower educational attainment
- Higher risk of employment fluctuation due to the COVID-19 pandemic

Lack of low-cost, safe, and reliable transportation options can exacerbate displacement risks by limiting one's ability to access jobs and opportunity. Reliance on vehicles may result in trade-offs between transportation, housing, food, and utility costs. Improvements to low-cost, reliable transportation options can directly increase access to jobs and opportunities and can indirectly support greater financial stability in a household by reducing the need to make difficult tradeoffs with limited available income.

### **3.14.2 Regulatory Setting and Regional/Local Advisory Documents**

#### **Federal**

##### ***Americans with Disabilities Act of 1990***

Titles I, II, III, and V of the Americans with Disabilities Act have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination based on disability in “places of public accommodation” (businesses and nonprofit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

#### **State**

##### ***Complete Streets Act***

Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties to ensure that plans account for the needs of all roadway users when updating the part of a local general plan that addresses roadways and traffic flows. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.



At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that now explicitly embraces “complete streets” as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

**Complete Streets: Integrating the Transportation System** Caltrans enacted Complete Streets: Integrating the Transportation System in October 2008, which required cities to plan for a “balanced, multimodal transportation network that meets the needs of all users of streets” (Caltrans 2014) A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

### ***Statewide Transportation Improvement Program***

Caltrans administers transportation programming for the State. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The Statewide Transportation Improvement Program is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other sources.

### ***Senate Bill 743***

Senate Bill (SB) 743 directs the Office of Planning and Research (OPR) to develop revisions to the California Environmental Quality Act (CEQA) Guidelines by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic level of service. On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. These changes will include elimination of auto delay, level of service, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects and plans in California. Further, parking impacts are not considered significant impacts on the environment for particular types of development projects within certain infill areas with nearby frequent transit service. According to the legislative intent in SB 743, these changes to current practice were necessary to “...more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.”

On January 20, 2016, OPR released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, an update to Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, which had been released August 6, 2014.

In November 2017, OPR submitted the final guidelines to the Natural Resources Agency. The subsequent “rulemaking” process took just over 1 year, with the guidelines certified and adopted in December 2018. SB 743 will now go into effect, with agencies having an opt-in period until July 1, 2020.

### ***Assembly Bill 32 and Senate Bill 375 (SB 375)***

With the passage of Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (California ARB) is coordinating the response to comply with AB 32.

On December 11, 2008, California ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, regional GHG emissions targets: California ARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every 8 years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within 3 years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they: 1) are at least 50 percent residential; 2) meet density requirements; and 3) are within 0.5-mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged—but not required—to use travel demand models consistent with the California Transportation Commission guidelines.

### ***California Vehicle Code***

The California Vehicle Code provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

## **Regional**

### ***LA Metro 2020 Long-Range Transportation Plan***

The LA Metro 2020 Long-Range Transportation Plan includes funding for specific projects under four main categories (Transit Investments, Highway Investments, Active Transportation, and Equity Focus) that Call for Project Applications can be submitted under for projects in Los Angeles County. These investments are based on the expected sales tax revenue. The document predicts a potential 81 percent increase in daily transit trips and a 31 percent decrease in traffic delay. LA Metro also has a Short-Range Transportation Plan (SRTP), published in 2014, to define the near-term (through year 2024) transportation priorities in Los Angeles County. In addition to the regional transportation plans, LA Metro adopted both a Complete Streets Policy and a First Last Mile Strategic Plan in 2014 (described below).

### ***LA Metro Complete Streets Policy***

LA Metro's recently adopted Complete Streets Policy is reinforcing the California Complete Streets Act (AB 1358). Effective January 1, 2017, LA Metro is requiring that all local jurisdictions within Los Angeles County adopt a Complete Streets Policy, an adopted resolution supporting complete streets, or an adopted general plan consistent with the California Complete Streets Act of 2008 in order to be eligible for LA Metro capital grant funding programs, starting with the 2017 grant cycles.

### ***LA Metro Short Range Transportation Plan***

The 2014 LA Metro SRTP is a 10-year action plan that guides future LA Metro programs and projects through 2024 and advances LA Metro toward the long-term goals identified in the 2009 LA Metro Long-Range Transportation Plan. The SRTP identifies the short-term challenges, provides an analysis of financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability, future funding strategies, and lastly, measures the STRP's performance (Los Angeles Transportation Authority 2014).

### ***LA Metro Blue Line First/Last Mile Plan***

LA Metro's Blue Line First/Last Mile Plan is a first-of-its-kind first/last mile plan for all 22 stations on the LA Metro Blue Line (now A Line) and was developed in partnership with a coalition of community-based organizations. The plan describes the community and historical context along the A (Blue) Line corridor, including a broad range of issues surfaced through community engagement and among the project team. The plan also identifies pedestrian and bicycle infrastructure improvements recommended for the areas around the stations and describes steps to move recommended infrastructure improvements through funding, design, and construction phases, largely focusing on coordination with local jurisdictions along the A (Blue) Line corridor.

### ***LA Metro NextGen Bus Plan***

The NextGen Bus Plan is the first comprehensive look at LA Metro's fixed-route network in over 25 years. The plan was developed through consideration of both technical data and all the priorities and personal experiences from nearly 20,000 Los Angeles County residents. The process yielded

thousands of comments and input from the public, including local stakeholder groups, riders, and agencies; that input was used to develop the NextGen Bus Plan. On October 22, 2020, the LA Metro Board of Directors approved the plan, moving it forward for implementation starting in December 2020. The final plan nearly doubles the number of routes operating every 5 to 10 minutes, greatly expands service on evenings and weekends, and improves travel times by reducing delay and increasing operating speeds. It also combines most overlapping rapid and local lines into single enhanced bus services with better frequencies. The number of residents within walking distance of 5 to 10 minute service will more than double from 900,000 to 2.2 million.

### ***LA Metro West Santa Ana Branch Project***

LA Metro is evaluating a new light rail transit line that will connect southeast Los Angeles County to downtown Los Angeles. The West Santa Ana Branch Transit Corridor project is a 19-mile corridor that will serve the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community and downtown Los Angeles. The project is undergoing an Environmental Impact Statement / Environmental Impact Report (EIR) process to prepare the corridor for light rail transit.

### ***LA Metro Slauson Active Transportation Corridor (Rail to Rail)***

The Rail to Rail Project will convert an existing, underused railroad right-of-way into a multi-purpose pedestrian and bicycle transportation corridor on the western end of the corridor and create connections to the Los Angeles River on the eastern end of the corridor. The project will provide a pedestrian and bicycle corridor that will connect the cities of Los Angeles, Inglewood, Huntington Park, Vernon, Maywood, Bell, and parts of unincorporated Los Angeles County. The project area is largely composed of a mix of high-density neighborhoods, commercial centers, and industrial uses. The project is a single pedestrian and bicycle corridor composed of two distinct segments, each in a different phase of development. Segment A is the Rail to Rail component and Segment B is the Rail to River component. Together, they will form one path stretching from South Los Angeles to the Los Angeles River.

### ***Southern California Association of Governments Regional Transportation Plan and Sustainable Communities Strategy and Regional Transportation Improvement Program***

The Southern California Association of Governments (SCAG) develops the Regional Transportation Plan (RTP), which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura counties. SB 375 was enacted to reduce GHG emissions from motor vehicles and light trucks through integrated transportation, land use, housing and environmental planning. Under the law, SCAG is tasked with developing an SCS, an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern

supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The 2016 RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area (SCAG 2016). The Regional Transportation Improvement Programs, also prepared by SCAG based on the RTP, lists all of the regional funded/programmed improvements within the next 5 to 7 years. To qualify for CEQA streamlining benefits under SB 375, a project must be consistent with the RTP/SCS.

The 2020–2045 RTP/SCS, also known as Connect SoCal, is a long-range visioning plan that builds on and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020). The SCAG Regional Council adopted Connect SoCal on September 3, 2020.

## **Local**

### ***Florence-Firestone Community Plan***

The Florence-Firestone Community Plan is a long-range, comprehensive plan for the unincorporated community of Florence-Firestone. The plan is an outgrowth of a visioning process conducted in 2009, which yielded a vision document based on community feedback. The community plan is based on the framework established in the vision plan and includes specific goals, policies, and implementation actions to guide future development and maintenance in the community. The community plan was recommended for approval to the board of supervisors by the Regional Planning Commission on November 15, 2017. The board of supervisors held their public hearing on February 27, 2018 and indicated their intent to approve the project. The board adopted the project on September 3, 2019.

### ***County of Los Angeles General Plan 2035***

The County of Los Angeles General Plan 2035 provides the policy framework for how and where the unincorporated Los Angeles County will grow through the year 2035, while recognizing and celebrating Los Angeles County's wide diversity of cultures, abundant natural resources, and status as an international economic center. Comprising approximately 2,650 square miles, unincorporated Los Angeles County is home to over 1 million people. The plan accommodates new housing and jobs within the unincorporated areas in anticipation of population growth in Los Angeles County and the region. The plan was adopted by the board of supervisors on October 6, 2015.

### ***Los Angeles County Bicycle Master Plan***

The 2012 Bicycle Master Plan is a sub-element of the Mobility Element of the County's General Plan; it replaced the 1975 Plan of Bikeways. As an adopted regional planning document, the Bicycle Master Plan guides the Bikeways Unit in implementing proposed bikeways as well as

various bicycle-friendly policies and programs to promote bicycle ridership amongst users of all ages and skill sets in Los Angeles County. The Bicycle Master Plan proposes implementation of approximately 831 miles of new bikeways throughout Los Angeles County through 2032.

### ***Los Angeles County Transit Oriented District Toolkit***

In order to prepare for as many as five additional rail stations throughout unincorporated areas of Los Angeles County as well as additional stations in the future, Los Angeles County developed the Transit Oriented District (TOD) Toolkit (formerly known as TOD Guidelines). The TOD Toolkit provides a framework for a consistent approach to public infrastructure and transportation-related improvements to support land-use decisions in areas within a 0.5-mile radius of the stations.

The TOD Toolkit helps ensure that public infrastructure improvements support land use plans by facilitating both public and private investment in affordable housing and transit-friendly development. It will identify enhancements that the community needs and supports, that market forces, and potential funding mechanisms encourage.

### ***OurCounty Sustainability Plan***

OurCounty is a regional sustainability plan for Los Angeles. The plan outlines what local governments and stakeholders can do to enhance the well-being of every community in Los Angeles County while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution. This plan envisions streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels.

### ***Los Angeles County Safety Element (in progress)***

The Safety Element, a chapter of the General Plan, contains goals and policies to reduce the potential short- and long-term risk of death, injuries, property damage, economic damage, and social dislocation from earthquakes, floods, and fire in Los Angeles County's unincorporated areas. The Department of Regional Planning is updating the Safety Element to also incorporate climate adaptation and resiliency strategies, as required by California Senate Bill 379. The Safety Element Update will be developed with community input, climate adaptation, and resiliency strategies to fulfill this mandate.

### ***Step by Step Pedestrian Plan (Los Angeles County Department of Public Health) (in progress)***

The Step by Step Plan provides a policy framework for how Los Angeles County proposes to get more people walking, make walking safer, and support healthy active lifestyles. It also includes Community Pedestrian Plans for unincorporated communities in Los Angeles County. The current version of the plan was adopted by the board of supervisors in 2019, and included Community Pedestrian Plans for unincorporated Lake Los Angeles, Walnut Park, Westmont/West Athens, and Whittier-Los Nietos. These first four communities were selected based on criteria including high rates of pedestrian collisions resulting in death or injury, as well as a focus on disadvantaged communities that experience health inequities and challenges to safe walking and access.

From 2020 to 2023, the PLACE Program will be collaborating with neighborhood organizations, mobility advocates, and resident leaders to develop four new Community Pedestrian Plans for the unincorporated neighborhoods of East Los Angeles, East Rancho Dominguez, Florence-Firestone, and Willowbrook/West Rancho Dominguez-Victoria. Work on this next round of Community Pedestrian Plans will last from winter 2021 through fall 2023.

### ***Los Angeles County Climate Action Plan (in progress)***

The 2020 Community Climate Action Plan describes Los Angeles County's plan to reduce the impacts of climate change by reducing GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020. Los Angeles County's existing Community Climate Action Plan document was adopted by the board of supervisors in 2015 as a component of the Los Angeles County General Plan 2035; it expired in 2020 and will be replaced by the in progress Climate Action Plan (CAP). The CAP will tie together existing climate change initiatives and provide a blueprint for deep carbon reductions. Through this updated CAP, Los Angeles County is targeting carbon neutrality by 2045 in unincorporated Los Angeles County.

The CAP will outline actions that Los Angeles County plans to take to reduce GHG emissions and adapt to a changing climate in unincorporated areas. The CAP will include a GHG inventory and a roadmap for addressing emissions from stationary energy (used by buildings and other facilities), transportation, waste, industrial, agricultural, and land use sectors. Mitigation measures identified in the plan will also yield community co-benefits, including improvements in air quality, public health, mobility, and resilience. The CAP will be aligned with the General Plan as well as OurCounty, the countywide sustainability plan, to support decision-makers in delivering climate compatible solutions in unincorporated Los Angeles County.

### **3.14.3 Methodology**

Per Los Angeles County guidance, a vehicle miles traveled (VMT) assessment of the full FFTOD Specific Plan Area has been conducted. For the FFTOD Specific Plan, daily vehicle trips, daily VMT, and daily total VMT per service population were estimated using the SCAG 2016 RTP/SCS Travel Demand Forecast Model. The socioeconomic data assumptions for the FFTOD Specific Plan Area required for VMT modeling as well as the assumptions and methodology for setting certain input parameters necessary to analyze the project using the model are provided in Appendix F. FFTOD Specific Plan mobility strategies and other transportation demand management strategies are included as project design features, but the Travel Demand Forecast Model is not sensitive to these improvements (including pedestrian crossing improvements, bike facility improvements, wayfinding improvements, and other types of multimodal improvements); therefore, the VMT estimates do not reflect the actual VMT reduction benefits they may have. Daily total VMT per service population has been compared to the South County Baseline interpolated to the year of the Notice of Preparation (2020).

### **Thresholds of Significance**

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on transportation if it would:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
  - Text of CEQA Guidelines Section 15064.3, Subdivision (b):
    - **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
    - **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
    - **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
    - **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.
  - Per the metrics and thresholds established in the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 23, 2020), the FFTOD Specific Plan would have an impact related to transportation if the daily total VMT per service population estimated for the horizon year (the "Future Plus Project" scenario) exceeds Los Angeles County's threshold of 16.8 percent below the South County Baseline VMT for 2020. The South County Baseline VMT for the Daily VMT per Service Population metric for 2012 and 2020, as well as the threshold set at 16.8 percent below the baseline are provided in Table 3.14-2.



**Table 3.14-2: South County VMT Metrics and Thresholds**

	2012 Baseline	16.8% Below 2012 Baseline	2020 Baseline	16.8% Below 2020 Baseline
Total Daily VMT per Service Population	31.1	25.9	30.2	25.1

Notes:

VMT = vehicle miles traveled

Source: Los Angeles County Transportation Impact Analysis Guidelines (July 23, 2020) and Los Angeles County Baseline VMT Data Memorandum (January 14, 2021)

- Per the metrics and thresholds established in the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 23, 2020), a significant cumulative impact would occur if the FFTOD Specific Plan total VMT or total VMT per service population exceeds the 2035 “No Project” scenario.
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) through design for on-site circulation or access driveways that fail to meet Los Angeles County’s design guidelines.
  4. Result in inadequate emergency access.

### 3.14.4 Environmental Impacts

**TRA-1:** *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

The FFTOD Specific Plan is anticipated to be consistent with policies, plans, ordinances, and programs addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths, as described in the Regulatory Setting section. In addition to this review, further discussion related to key guiding policy documents is provided below. Connect SoCal (the SCAG RTP/SCS), the Florence-Firestone Community Plan (FFCP), the Los Angeles County General Plan Mobility Element, the Los Angeles County Bicycle Master Plan, and Step by Step Los Angeles County are described in more detail and specificity due to the role they play in setting the long-term direction of land use development and transportation in the region and for this local community.

#### Consistency with Connect SoCal, the SCAG RTP/SCS

As part of 2020-2045 RTP/SCS (Connect SoCal), SCAG prepared the Regional Growth Forecast, which provides a set of socioeconomic projections. Categorized by county and city, the report includes historical data from 2016, and projections of population, housing, and employment for 2045. The socioeconomic estimates and projections in the Growth Forecast are used for federal- and state-mandated long-range planning efforts, such as the RTP, the Air Quality Management Plan, the Regional Transportation Improvement Program, and the Regional Housing Needs Assessment. The estimates also provide guidance to local governments in planning for jobs and housing.

The intent of the FFTOD Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone community that would provide more opportunities for affordable housing, encourage TOD, promote active transportation, improve access to transit, reduce vehicles miles

traveled by cars, and streamline the environmental review of future development projects. The socioeconomic data associated with the land use changes proposed in the FFTOD Specific Plan Area include higher densities and more growth than is assumed in Connect SoCal (consistent with its goals for focusing higher-density development in transit-rich areas), the FFTOD Specific Plan is consistent with the transportation-related goals and policies of Connect SoCal, and the FFTOD Specific Plan does not conflict with anything related to the circulation system.

Mobility is an important component of sustainability and integrated planning in Connect SoCal. The FFTOD Specific Plan would be consistent with the policy framework and goals of Connect SoCal. The overall goals of Connect SoCal are to:

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase people and goods movement and travel choices in the transportation system
5. Reduce GHG emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

The FFTOD Specific Plan would provide more opportunities for affordable housing, encourage TOD, promote active transportation, improve access to transit, reduce vehicles miles traveled by cars, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of Connect SoCal. As such, the FFTOD Specific Plan would be consistent with and would not conflict with SCAG's regional planning goals and policies.

### **Consistency with the Florence-Firestone Community Plan**

The FFCP is policy document to guide the future development, conservation, and maintenance of the Florence-Firestone community, which includes the FFTOD Specific Plan Area. The Community Plan articulates a vision and provides goals and policies to guide land use decisions made by property owners, developers, planners, businesses, agencies, and others toward that vision. The FFCP provides goals and policies to promote a comprehensive transit system, such as:

- Goal CN-2—The pedestrian and bicycle networks in Florence-Firestone are comprehensive, accessible, safe, pleasant to use, clearly demarcated, and connective to activity centers.
  - Policy CN-2.1—Pedestrian Connections. Increase and improve pedestrian connections around the Slauson, Florence, and Firestone transit stations through the implementation of limited street parking available on a residential street in Florence-Firestone, active transportation infrastructure, such as crosswalks, widened sidewalks, pedestrian-scale street lighting, wayfinding signage, street trees, shade structures, and other elements as needed and where appropriate.

- Policy CN-2.4—Bicycle Amenities. Increase convenient and safe bicycle use in Florence-Firestone by installing bicycle racks and lockers along major corridors and at locations with high levels of bicycle traffic, such as schools, parks, businesses, mixed-use housing, and transit hubs.
- Goal CN-3—Streets and sidewalks meet the needs of pedestrians, bicyclists, transit users, and motorists.
  - Policy CN-3.4—Circulation Efficiency. Monitor the Florence-Firestone circulation system to ensure that travel across modes is efficient and properly connective.
- Goal CN-4—Parking throughout the community is adequate, compliant with all applicable regulations, and is connective to other transportation modes.
  - Policy CN-4.3—TOD Parking Requirements. Reduce parking requirements for projects within the TODs and support strategies to allow alternative parking proximate to transit centers, such as underused vacant lots.

### **Consistency with the Los Angeles County General Plan Mobility Element**

The General Plan Mobility Element includes goals, policies, and programs aimed at providing a multimodal transportation system that promotes walkability and connectivity throughout the unincorporated areas of Los Angeles County, including interconnected and safe bicycle and pedestrian-friendly facilities that promote active transportation and transit use. The General Plan also includes elements that support alternative transportation programs, such as increasing ridership on public transit and developing public transit as an alternative to motor vehicle travel. Implementation of the FFTOD Specific Plan would be subject to and implement General Plan policies applicable to the circulation system (County of Los Angeles 2015).

The General Plan outlines a number of policies related to mobility issues such as complete streets, active transportation, and land use and transportation:

- Policy M 1.1—Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.
- Policy M 1.2—Ensure that streets are safe for sensitive users, such as seniors and children.
- Policy M 2.1—Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.
- Policy M 2.9—Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.
- Policy M 2.10—Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture; and comfortable, safe waiting areas near transit stops.
- Policy M 2.11—In urban and suburban areas, promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.

The FFTOD Specific Plan proposes transportation improvements to improve vehicle, transit, bicycle, and pedestrian access and connections, as well as parking improvements. This is consistent with the overall aim of the FFCP and General Plan to achieve a transportation system that balances the needs of all road users.

### **Consistency with the Bicycle Master Plan**

The Bicycle Master Plan contains elements that support alternative transportation programs, including increasing ridership on public transit, developing mass transit as an alternative to motor vehicle travel, developing rail transit or exclusive bus lanes in high demand corridors, and researching and developing new transportation technologies (Los Angeles County 2012). The FFTOD Specific Plan would support alternative modes of transportation—including walking and bicycling—to reduce total VMT. Los Angeles County will provide safe and convenient access to transit, bikeways, and walkways; consider the safety and convenience of pedestrians and cyclists in the design and development of transportation systems; provide safe pedestrian connections across barriers, such as major traffic corridors, rail corridors, and grade separations; and, prioritize direct pedestrian access between building entrances, sidewalks, and transit stops in the development review process. The Bicycle Master Plan also includes many programs and policies that would mitigate potential hazards or barriers for bicyclists (Los Angeles County 2012).

### **Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities**

Step by Step Los Angeles County provides a policy framework for how Los Angeles County proposes to get more people walking, make walking safer, and support healthy active lifestyles (County of Los Angeles Department of Public Health 2019). Implementation of the FFTOD Specific Plan would be subject to and consistent with goals regarding safe streets, making walking easy and healthy, improving connectivity, equity, safe communities, sustainability, and preservation.

### **Los Angeles County Metropolitan Transportation Authority**

The FFTOD Specific Plan would not preclude LA Metro from implementing any major transit, active transportation, operations, capital improvement and highway projects, nor conflict with existing programs and policies or new policies and initiative required to achieve its regional goals.

Overall, the FFTOD Specific Plan would not conflict with any programs, plans, ordinances, or policies addressing the circulation system, including public transit, roadway, bicycle, or pedestrian facilities. This impact would be less than significant.

**TRA-2:** *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

The changes included in the FFTOD Specific Plan will improve mobility for households that lack access to a vehicle and create safer conditions for all modes of transportation. In addition, the changes included in the FFTOD Specific Plan will enable the study area to accommodate more residents, employees, and visitors traveling by transit, on foot, or by bike.

Per the Los Angeles County Transportation Impact Analysis Guidelines (July 23, 2020), the FFTOD Specific Plan would have an impact if it results in average daily VMT per service population in the horizon year (2035) that exceeds 16.8 percent below the South County Baseline daily VMT per service population for 2020. The FFTOD Specific Plan Scenario was analyzed as described above under Methodology using the SCAG 2016 RTP/SCS Travel Demand Forecast Model. The results of the model analysis for the FFTOD Specific Plan area are provided in Table 3.14-3.

**Table 3.14-3: FFTOD Specific Plan Area Model Results**

	<b>Total Population</b>	<b>Total Employment</b>	<b>Total Service Population</b>	<b>Total Daily VMT</b>	<b>Total Daily VMT per Service Population</b>
	<b>(A)</b>	<b>(B)</b>	<b>(C)=(A)+(B)</b>	<b>(D)</b>	<b>(E)=(D)/(C)</b>
2035 FFTOD Specific Plan Area	100,423	11,408	111,831	2,270,604	20.3

Notes:

VMT = vehicle miles traveled

Source: SCAG 2016 RTP/SCS Travel Demand Forecast Model.

Based on the results of the model analysis, the FFTOD Specific Plan scenario would have an average daily VMT per service population of 20.3, or 33 percent below the 2020 South County Baseline. The results of the model analysis are compared to the 2020 South County Baseline and the 2020 South County Threshold (16.8 percent below the baseline), provided in Table 3.14-4.

**Table 3.14-4: FFTOD Specific Plan Area VMT Metrics**

	<b>2020 South County Baseline</b>	<b>2020 South County VMT Threshold (16.8% Below 2020 South County Baseline)</b>	<b>2035 FFTOD Specific Plan Area</b>	<b>Percent Difference between Baseline &amp; Specific Plan</b>
Total Daily VMT per Service Population	30.2	25.1	20.3	-33%

Notes:

VMT = vehicle miles traveled

Source: Los Angeles County Transportation Impact Analysis Guidelines (July 23, 2020), Los Angeles County Baseline VMT Data Memorandum (January 14, 2021), and SCAG 2016 RTP/SCS Travel Demand Forecast Model.

The study area demonstrates relative efficiency in terms of daily VMT per service population, compared to the Los Angeles County’s South County Planning Area. The changes included in the FFTOD Specific Plan will further expand the ability for residents and employees to walk, bike, and take transit to complete the trips they need to make, resulting in greater VMT efficiency in terms of daily VMT per service population. These transportation and mobility improvements are included as project design features, but the Travel Demand Forecast Model is not sensitive to these improvements and therefore the VMT estimates do not reflect the actual VMT reduction benefits they may have.

Overall, the FFTOD Specific Plan would not conflict with CEQA Guidelines section 15064.3, subdivision (b) related to VMT thresholds. This impact would be less than significant.

**TRA-3:** *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The FFTOD Specific Plan does not propose any new roads or intersections. None of the transportation system improvements envisioned in the FFTOD Specific Plan would introduce new safety hazards or incompatible uses at intersections or along roadway segments, because most would be designed to improve safe circulation and access to the transit stations for all users. The multimodal improvements envisioned in the FFTOD Specific Plan Area are intended to help minimize conflicts between pedestrians and vehicles. These strategies include:

- Traffic calming measures, such as curb extensions, speed bumps, and neighborhood traffic circles, which will encourage safer vehicle speeds
- Bicycle facilities, such as bicycle lanes and bicycle parking, which will separate bicycle and vehicle traffic
- Pedestrian enhancements, such as high-visibility crosswalks and pedestrian-activated warning beacons, which are easier to see and alert drivers that they are approaching a pedestrian crossing

In addition, any new transportation facilities or improvements to facilities associated with the FFTOD Specific Plan would be constructed based on environmental analysis as well as future engineering review consistent with applicable Los Angeles County guidelines and practices, including—but not limited to—the California Manual on Uniform Traffic Control Devices, Caltrans Highway Design Manual, Los Angeles County Municipal Code, and best practices consistent with the Los Angeles County General Plan. Approval of the FFTOD Specific Plan as a policy document would not provide any goals, policies, or programs that substantially increase hazards in the area.

At the project-level through Site Access Studies, specific considerations will be made around compliance with all relevant transportation design standards, Los Angeles County guidance, and Los Angeles County codes; driveway locations and sight distances; and whether additional infrastructure or intersection controls are needed (e.g., crosswalks, signals). These Site Access Studies will ensure that no new hazards due to geometric design features or incompatible uses are introduced.

Overall, the FFTOD Specific Plan would not substantially increase hazards due to geometric design features (such as sharp curves or dangerous intersections) or incompatible uses. Impacts would be less than significant.

**TRA-4:** *Would the project result in inadequate emergency access?*

The FFTOD Specific Plan does not include any standards that would result in inadequate emergency access. At the FFTOD Specific Plan level, individual project design level details—such as location of driveway location and design—are unknown. Therefore, the Draft EIR does not consider impacts to emergency access to particular properties in the FFTOD Specific Plan Area or particular streets based on roadway configurations. The FFTOD Specific Plan would allow for greater densities than are currently allowed within this study area. For the FFTOD Specific Plan Area, Los Angeles County will maintain a current evacuation plan; ensure that new and infill development is provided with adequate emergency and/or secondary access; require visible street

name signage; and provide directional signage to freeways at key intersections to assist in emergency evacuation operations.

In addition, Los Angeles County and responsible emergency service agencies including the Los Angeles County Fire Department have emergency access and design standards that are based on the size and intensity of development. At the project level, design would meet all applicable emergency access and design standards and adequate emergency access would be provided. Compliance with these provisions would be ensured through the review process by Los Angeles County and emergency service agencies. Site Access Studies submitted for development projects to the Los Angeles County Public Works would ensure that adequate emergency access to the development projects within the FFTOD Specific Plan Area is maintained.

It is possible that during the construction phase of transportation or mobility projects, the presence of construction equipment and materials adjacent to roadways could temporarily impede emergency access to and within the FFTOD Specific Plan Area. Final transportation and mobility improvements are not anticipated to result in inadequate emergency access, and any effects on emergency access would be temporary in nature.

Similarly, future development pursuant to implementation of the FFTOD Specific Plan would also require construction for future projects, which may result in construction traffic that could impede emergency access to and within the FFTOD Specific Plan Area. However, this impediment would also be temporary.

Overall, the FFTOD Specific Plan would not result in inadequate emergency access. Impacts would be less than significant.

### **3.14.5 Programmatic Mitigation Measures**

No programmatic mitigation measures are required.

### **3.14.6 Level of Significance After Mitigation**

No programmatic mitigation measures are required. Impacts would be less than significant.

### **3.14.7 Cumulative Impacts**

Per the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 23, 2020), both short- and long-term effects on VMT should be considered. Long-term, cumulative effects are determined through consistency with the SCAG RTP/SCS, because that plan demonstrates compliance with air quality conformity requirements and GHG reduction targets. Per the Guidelines, land use plans that: 1) demonstrate a project impact after applying an efficiency based VMT threshold; and 2) are not deemed to be consistent with the SCAG RTP/SCS, could have a significant cumulative impact on VMT. Los Angeles County has determined both criteria must be met to have a significant cumulative impact.

Although the FFTOD Specific Plan reflects greater density and intensity than are assumed in the SCAG RTP/SCS for this study area, because the VMT impact analysis above demonstrates no project impact after applying an efficiency-based VMT threshold, no further cumulative analysis is required and the project is not expected to result in a cumulative VMT impact. Because this

study area is more efficient compared to the South County Planning Area in terms of VMT per service population, adding population and employment to this area instead of other, less efficient parts of the South County Planning Area would help to reduce VMT over time.

The FFTOD Specific Plan would not result in a cumulative impact on VMT. Significant cumulative impacts have not been identified; therefore, mitigation is not required.

### **3.14.8 References**

Caltrans. 2014. Implementation Policy of Complete Streets: Integrating the Transportation System, available at: [http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html), accessed on July 2021.

Los Angeles County Public Works. 2012. Bicycle Master Plan. Available at: <https://pw.lacounty.gov/tpp/bike/masterplan.cfm>, accessed on July 2021.

County of Los Angeles Department of Public Health. 2019. Step by Step Los Angeles County. Available at: <http://www.publichealth.lacounty.gov/place/stepbystep/lacounty.htm>, accessed on July 2021.

LA Metro. 2014. 2014 Short Range Transportation Plan. Available at: [https://media.metro.net/projects\\_studies/srtp/report\\_srtp\\_2014.pdf](https://media.metro.net/projects_studies/srtp/report_srtp_2014.pdf), accessed on July 2021.



## 3.15 TRIBAL CULTURAL RESOURCES

This section evaluates the potential for implementation of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) to impact tribal cultural resources in the Florence-Firestone community. Tribal cultural resources can include—but are not limited to—archaeological resources, rock art, and the prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of their traditional values. These locations are sometimes difficult to define and traditional culture often prohibits Native Americans from sharing these locations with the public. Other potential impacts to cultural resources (i.e., historic, archaeological, and paleontological resources) are evaluated in Section 3.3, Cultural Resources. The analysis in this section is based in part on the Cultural Resources Technical Report (Appendix C).

### 3.15.1 Environmental Setting

#### 3.15.1.1 Natural Setting

The FFTOD Specific Plan Area is in the southern part of the Transverse Range Geomorphic Province in the Los Angeles Basin, which is about 50 miles long and 20 miles wide. The basin is bound on the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente Hills, and on the east and southeast by the Santa Ana Mountains and San Joaquin Hills. The basin's low land surface slopes gently south or seaward toward the Pacific Ocean, but it is interrupted by the Coyote Hills near the northeast margin, by a line of elongated low hills and mesas to the south and west that extends from Newport Bay northwest to Beverly Hills, and by the Palos Verdes peninsula at the southwest extremity. The basin sediment consists of alluvium deposited over millions of years. The entire FFTOD Specific Plan Area is mapped as Quaternary alluvium (Qa). This geologic unit consists of unconsolidated alluvial gravel, sand, and clay mostly eroded from the Santa Monica Mountains and deposited by the Los Angeles River and its tributaries (Dibblee and Minch 2007; Jennings 1962).

Older Quaternary alluvial deposits are anticipated to exist below the younger Quaternary alluvium at unknown depths. These deposits are not easily differentiated from the recent deposits that overlie them. Undisturbed older Quaternary alluvial deposits have yielded significant fossils throughout the Los Angeles Basin, including microfossils and fossil megafauna. Older Quaternary alluvial deposits close to the surface are typically considered of low sensitivity for significant fossils due to chemical and mechanical weathering, bioturbation, and anthropogenic disturbances; however, the sensitivity of undisturbed older Quaternary alluvial deposits for significant fossils—even at moderate depths—is considered moderate to high and increases with depth.

#### 3.15.1.2 Tribal Cultural Setting

The FFTOD Specific Plan Area is in the present-day Los Angeles Basin, which is associated with the traditional territory of the prehistoric and protohistoric Native American populations generally referred to as the Gabrieleno/Tongva. The Gabrieleno/Tongva society is identified by Late Prehistoric/Protohistoric ethnographic records, and archaeological data identify Late Prehistoric occupation of Southern California. The term Gabrieleno refers to Native American populations that were under the jurisdiction of the Mission San Gabriel de Archangel. Mission San Gabriel serviced the entire Los Angeles Basin and into the San Bernardino area. The present-day city of

Los Angeles is somewhat centrally situated in the ethnographic boundaries for the Gabrieleno, and the core area of the Los Angeles Basin was the site of the historical city of Los Angeles and the ethnographic village of Yangna. Following the founding of the Pueblo de Los Angeles, a large Catholic church (Church of Our Lady the Queen of the Angels) was constructed to service the small but sedentary population of the pueblo, including Native Americans and early European settlers (primarily Spanish/Mexican, but also many others). Evidence of the prehistoric occupation of the area, including the village of Yangna, has been sporadically identified, and the native populations became known as Gabrielenos. The FFTOD Specific Plan Area is in the southern areas of Gabrieleno territory (DRP 2018).

As described in Section 3.3, Cultural Resources, FFTOD Specific Plan Area has a variety of historical resources and cultural resources that require further evaluation. A records search was conducted for the project at the South Central Coastal Information Center (see Section 3.3 for details). As a result of that records search, five previously recorded resources that meet the eligibility requirements to make them eligible for inclusion in the CRHR (and therefore historical resources for the purposes of California Environmental Quality Act [CEQA]) have been identified in the FFTOD Specific Plan Area: the National Register of Historic Places (NRHP) eligible Miramonte Elementary School (P-19-176186); the Union Pacific Railroad (P-19-186110); the Mojave Road, which is a California Registered Historical Landmark # 963; the Boulder Dam – Los Angeles 287.5kV Transmission Line (P-19-188983); and the Paul R. Williams / Parkside Manor Historic District (P-19-190949). These resources are described below.

- **Miramonte Elementary School (P-19-176186):** The Miramonte Elementary School main building and auditorium were identified for their architectural significance in 1996 (P-19-176186). The buildings were constructed in 1936 and 1937 in the Mediterranean revival style designed by the architectural firm Howell and Winslow. The resource is eligible for the NRHP and is listed in the California Register of Historical Resources (CRHR).
- **Union Pacific Railroad (P-19-186110):** The Union Pacific Railroad was constructed between 1869 and 1905 and includes portions of the first transcontinental railroad. It is significant for its association with the development of Los Angeles (P-19-186110). For a different project in 2019, the State Historic Preservation Officer recommended that the Union Pacific Railroad (P-19-186110) as a whole should be assumed eligible for the NRHP (Feldman 2019). The Union Pacific Railroad is assumed eligible for the NRHP.
- **Mojave Road (P-19-187085):** The NRHP-eligible Mojave Road (P-19-187085) is the historic road that connected the United States Army Headquarters for Southern California and Arizona Territory at Wilmington, California with Fort Mojave, Arizona (California Registered Historical Landmark #963). Within the FFTOD Specific Plan Area, the Mojave Road is generally along the alignment of the existing railroad.
- **Boulder Dam – Los Angeles 287.5kV Transmission Line (P-19-188983):** The Boulder Dam – Los Angeles 287.5 kV Transmission Line (P-19-188983) was evaluated for NRHP eligibility in 1999 and found eligible under Criteria A and C, significant for its association with the construction of Boulder Dam, as well as for its association with the industrial, economic, and urban development that occurred in metropolitan Los Angeles from the mid-1930s through the 1940s. The resource is also significant for its unique engineering and structural characteristics.

- **Paul R. Williams / Parkside Manor Historic District (P-19-190949):** The Paul R. Williams / Parkside Manor Historic District (P-19-190949) was constructed between 1944 and 1952. The resource was found eligible for listing in the NRHP under Criteria A and C at the local level of significance as a unique example of community planning in the Watts area, with residences designed by architect Paul R. Williams. The district is one of the first and only planned neighborhoods in the Watts area and was among the few developments in Los Angeles built to provide quality single-family housing for the Black community during World War II (HRG n.d.).

### **3.15.1.3 Consultation Process**

In accordance with Senate Bill (SB) 18 and Assembly Bill (AB) 52, Los Angeles County contacted the Native American Heritage Commission (NAHC) and inquired about the presence/absence of sacred or religious sites in the vicinity of the FFTOD Specific Plan Area. The NAHC responded that there are no known sacred lands within the FFTOD Specific Plan Area or a 0.5-mile radius and provided a list of AB 52-specific Native American tribes with traditional lands or cultural places within the boundaries of the FFTOD Specific Plan Area. These tribes include Soboba Band of Luiseno Indians, Gabrieleno Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Gabrieleno/Tongva Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians-Kizh Nation, Santa Rosa Band of Cahuilla Indians, and two contacts for the Fernandeno Tataviam Band of Mission Indians. On March 11, 2021, in compliance with CEQA and SB 18, Los Angeles County sent letters to the nine Native American contacts notifying them of the project and requesting comments or concerns for the FFTOD Specific Plan Area.

## **3.15.2 Regulatory Setting**

### **3.15.2.1 Archaeological Resources Protection Act**

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites that are on federal and Native American lands.

### **3.15.2.2 Native American Graves Protection and Repatriation Act**

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items (e.g., human remains, funerary objects, sacred objects, or objects of cultural patrimony) to lineal descendants and culturally affiliated Native American tribes.

### **3.15.2.3 State**

#### **California Public Resources Code**

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code (PRC). In addition, cultural resources are recognized as a nonrenewable resource and therefore receive protection under the PRC and CEQA.

PRC Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites, and identify the powers and duties of the Native American Heritage

Commission. It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

### **California Health and Safety Code**

The discovery of human remains is regulated per California Health and Safety Code Section 7050.5, which states that:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation... until the coroner... has determined... that the remains are not subject to... provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible... The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and... has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

### **California Senate Bill 18**

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious and ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18, which focuses on traditional tribal cultural places was signed into law in September 2004 and went into effect on March 1, 2005. It placed new requirements on local governments for the adoption, revision, amendment, or update of a city's or county's general plan within or near traditional tribal cultural places (TTCPs). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advise that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code Section 65453).

SB 18 requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible—but no later than 30 days—after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP, and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe,

and interested parties agree on the mitigation measures necessary for the proposed project, it would be included in the project's Environmental Impact Report. If both Los Angeles County and the tribe agree that adequate mitigation or preservation measures cannot be taken, then neither party is obligated to take action.

In addition, SB 18 provided a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 law also amended Civil Code Section 815.3 and added California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

### **Assembly Bill 52**

Effective July 1, 2015, AB 52 requires inclusion of a new section in CEQA documents titled Tribal Cultural Resources, for projects where the Notice of Preparation or Notice to adopt a Negative Declaration or Mitigated Negative Declaration is filed after this date. Similar to SB 18, AB 52 requires consultation with tribes at an early stage (within 14 days of a lead agency deeming an application complete or deciding to undertake a project) to determine whether the project would have an adverse impact on tribal cultural resources and provide mitigation to protect them.

### **3.15.3 Methodology**

The following analysis considers the existing environmental setting and regulatory environment applicable to the proposed FFTOD Specific Plan Area related to tribal cultural resources. Tribal cultural resources are defined by and in consultation with tribal representatives. The analysis is based on a sacred land files search, AB 52 consultation, and archival research.

#### **3.15.3.1 Thresholds of Significance**

In accordance with Appendix G of the CEQA Guidelines and the Los Angeles County Environmental Checklist Form, the project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k); or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

### 3.15.4 Environmental Impacts

**TCR-1:** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)?*

**TCR-2:** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1?*

Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. The FFTOD Specific Plan would establish transit-oriented policy direction, development standards, and implementation programs to encourage infill development with pedestrian-friendly and community-serving uses near transit stops. While the project itself does not propose any new development, it would enable additional development of mixed use, commercial, and residential land uses and provide mobility improvements that support increased housing density and employment in proximity to the three LA Metro A (Blue) Line Stations in the community (i.e., Slauson, Florence, and Firestone stations). These improvements would allow for increased development intensity, taller buildings, and/or streetscape changes that are consistent with a TOD development pattern, which could impact existing historical resources within the FFTOD Specific Plan Area and its surroundings.

As described in Section 3.3, Cultural Resources, the FFTOD Specific Plan does not identify any specific development projects; therefore, it would not directly demolish or materially alter historical resources. However, identified historic structures and sites that are eligible or potentially eligible for NRHP listing may be vulnerable to future development projects pursuant to implementation of the FFTOD Specific Plan. For example, redevelopment to enable a different or more intensive use of a site could result in the demolition of historic or potentially historic structures. In addition, infrastructure or other improvements could result in damage to or demolition of other historic features. Furthermore, there may be other potential resources that have not been identified, researched, or evaluated for historical significance as defined in CEQA. Therefore, future development projects could adversely affect historic resources that could result in substantial adverse changes in the significance of historical resources to the extent that they would no longer be eligible. Therefore, impacts to historical resources are potentially significant.

Note that the five previously recorded historical resources identified within the FFTOD Specific Plan Area (Miramonte Elementary School; the Union Pacific Railroad; the Mojave Road; the Boulder Dam – Los Angeles 287.5kV Transmission Line; and the Paul R. Williams/ Parkside Manor Historic District), are all twentieth century creations/developments and therefore do not figure into the ethnographic and ethnohistoric literature related to the Gabrieleno. However, as

detailed above, the FFTOD Specific Plan Area is within the territory inhabited by Native Americans (Gabrieleno/Tongva) and may have sensitive tribal cultural resources.

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review; identify and address potential adverse impacts to tribal cultural resources; and reduce the potential for delay and conflict in the environmental review process. In accordance with AB 52 and SB 18 requirements, Los Angeles County sent invitation letters to representatives of the nine Native American contacts provided by the NAHC on March 11, 2021, formally inviting tribes to consult with Los Angeles County on the project. The intent of the consultations is to provide an opportunity for interested Native American contacts to work with Los Angeles County during the project planning process to identify and protect tribal cultural resources. Los Angeles County received two responses via email: one response from the Fernandeno Tatavium Band of Mission Indians noted that the FFTOD Specific Plan Area is outside the Fernandeno Tatavium Band of Mission Indians ancestral Tribal boundaries and deferred consultation for the Project to members of the Gabrieleno Indian Tribe; the other response, from the Gabrieleno Band of Mission Indians – Kizh Nation, declined to consult at the time because no immediate ground disturbance would be taking place; however the tribal contact requested to be notified regarding ground disturbance of future development projects. No other tribes responded to Los Angeles County's notification letter.

There are no known tribal cultural resources in the FFTOD Specific Plan Area, but ground-disturbing activities have the potential to cause a substantial adverse change in the significance of tribal cultural resources of a California Native American tribe. Each future development project in accordance with the FFTOD Specific Plan would be required to evaluate that project's impacts to site-specific tribal cultural resources as part of subsequent CEQA analysis, including tribal consultation with AB 52-specific Native American tribes (which would include follow up with the Gabrieleno Band of Mission Indians – Kizh Nation) (see Mitigation Measure CUL-2 in Section 3.3, Cultural Resources). Where significant impacts to tribal cultural resources are identified, future development projects would be required to either avoid impacts or implement feasible mitigation measures to reduce impacts.

In addition, as described in Section 3.3, Cultural Resources, excavation during construction activities by future development projects pursuant to implementation of the FFTOD Specific Plan has the potential to unexpectedly encounter human remains or disturb human burial grounds, including Native American burials. Human burials have specific provisions for treatment in Section 5097 of the PRC, which authorizes the NAHC to resolve any disputes related to the disposition of Native American burials. PRC Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains and would mitigate all potential impacts. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) also has provisions protecting human burial remains from disturbance, vandalism, or destruction. California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation or to their authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, they will contact the NAHC via phone within 24 hours.

### **3.15.5 Programmatic Mitigation Measures**

Programmatic mitigation measures MM CUL-1 through MM CUL-3 from Section 3.3, Cultural Resources, would be applicable to impacts TCR-1 and TCR-2.

### **3.15.6 Level of Significance after Mitigation**

The programmatic mitigation measures identified in Section 3.3, Cultural Resources, would reduce potentially significant impacts associated with tribal cultural resources to a level that is less than significant.

### **3.15.7 Cumulative Impacts**

As described above, future development projects in accordance with the FFTOD Specific Plan would be required to evaluate that project's impacts to site-specific tribal cultural resources as part of subsequent CEQA analysis, including tribal consultation with AB 52-specific Native American tribes. Programmatic mitigation measures MM CUL-1 through MM CUL-3 would reduce potentially significant impacts of the project related to tribal cultural resources to a level that is less than significant with mitigation incorporated. Other cumulative developments within the region would similarly be required to mitigate any impacts to historic and tribal cultural resources to a level that is less than significant, as well as consult with tribal representatives as required by AB 52; such impacts are not cumulatively considerable.

### **3.15.8 References**

Dibblee, T.W., and J.A. Minch. 2007. Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California. Dibblee Foundation Map DF-322. 1:24000 scale. Santa Barbara: Santa Barbara Museum of Natural History.

Historic Resources Group (HRG). n.d. DPR 523 Series Form for Paul R. Williams/ Parkside Manor Historic District (P-19-190949). Document on file at South Central Coastal Information Center, California State University, Fullerton.

Jennings, C.W. 1962. Geologic map of California: Long Beach sheet. 1:250000 scale. Sacramento: California Division of Mines and Geology.

Los Angeles County. 2017. Willowbrook Transit Oriented District Specific Plan, accessed on April 19, 2021.

Los Angeles County Department of Regional Planning (DRP). 2018. West Carson Transit Oriented District Specific Plan Draft EIR, accessed on April 19, 2021.



## 3.16 UTILITIES AND SERVICE SYSTEMS

The purpose of this section is to assess the potential impacts of buildout of the proposed Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) on water supply and service, wastewater collection and treatment, stormwater drain systems, energy utility systems, and solid waste disposal capacity. This section is based on comparisons of existing and anticipated levels of service with buildout of the proposed FFTOD Specific Plan, and the ability to provide services to the net new development that would occur from the FFTOD Specific Plan, in addition to other service commitments. Because the California Environmental Quality Act evaluates potential impacts on the environment, the focus of this section is to determine if new or expanded infrastructure would need to be constructed as a result of implementation of the project, and if those improvements would result in a potential physical impact to the environment.

### 3.16.1 Environmental Setting

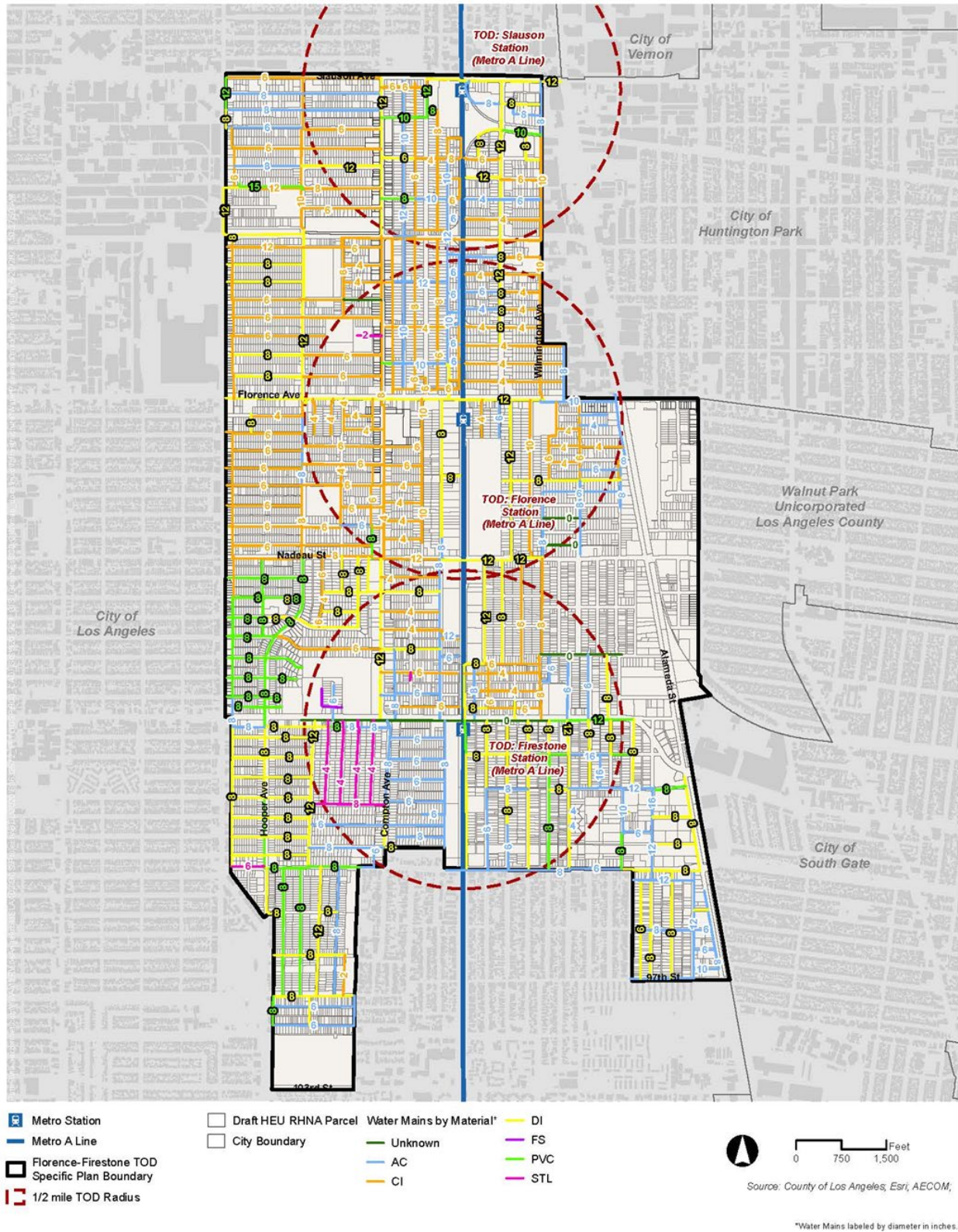
#### *Water Service*

The FFTOD Specific Plan Area and Florence-Graham Water System customers are serviced with potable water by the Golden State Water Company (GSWC). This water is a blend of groundwater pumped from the Central Groundwater Basin and imported water from the Colorado River Aqueduct and the State Water Project, which imported and distributed by the Metropolitan Water District of Southern California. The Central Groundwater Basin is bounded on the north by the La Brea Uplift; on the east by the Elysian, Repetto, Merced and Puente hills; on the southeast by the Orange County Groundwater Basin; and on the west by the Newport-Inglewood Fault Zone (GSWC 2020).

The installed water system is constructed of mostly cast iron, ductile iron, and asbestos concrete pipes with sizes ranging from 2 inches to 16 inches. Pipes are in the public right-of-way under existing streets and alleyways. The layout of the existing water lines within the FFTOD Specific Plan Area is shown in Figure 3.16-1.

Recycled water systems would be owned and maintained by Central Basin Municipal Water District; however, recycled water pipelines are installed in the FFTOD Specific Plan Area. The closest recycled water pipelines to the FFTOD Specific Plan Area are approximately 1.16 miles east from Alameda Street on Slauson Avenue and 2.31 miles east of Alameda Street on Firestone Boulevard.

Figure 3.16-1: Existing Water Systems



## **Sewer Service**

The existing sewer system (mains and laterals) is within the Consolidated Sewer Maintenance District (CSMD), which is owned and maintained by the Los Angeles County Public Works Sewer Maintenance Division (SMD). All mains and laterals empty into SMD-owned trunks. The County's trunk sewer lines are owned and maintained by Los Angeles County Sanitation District.

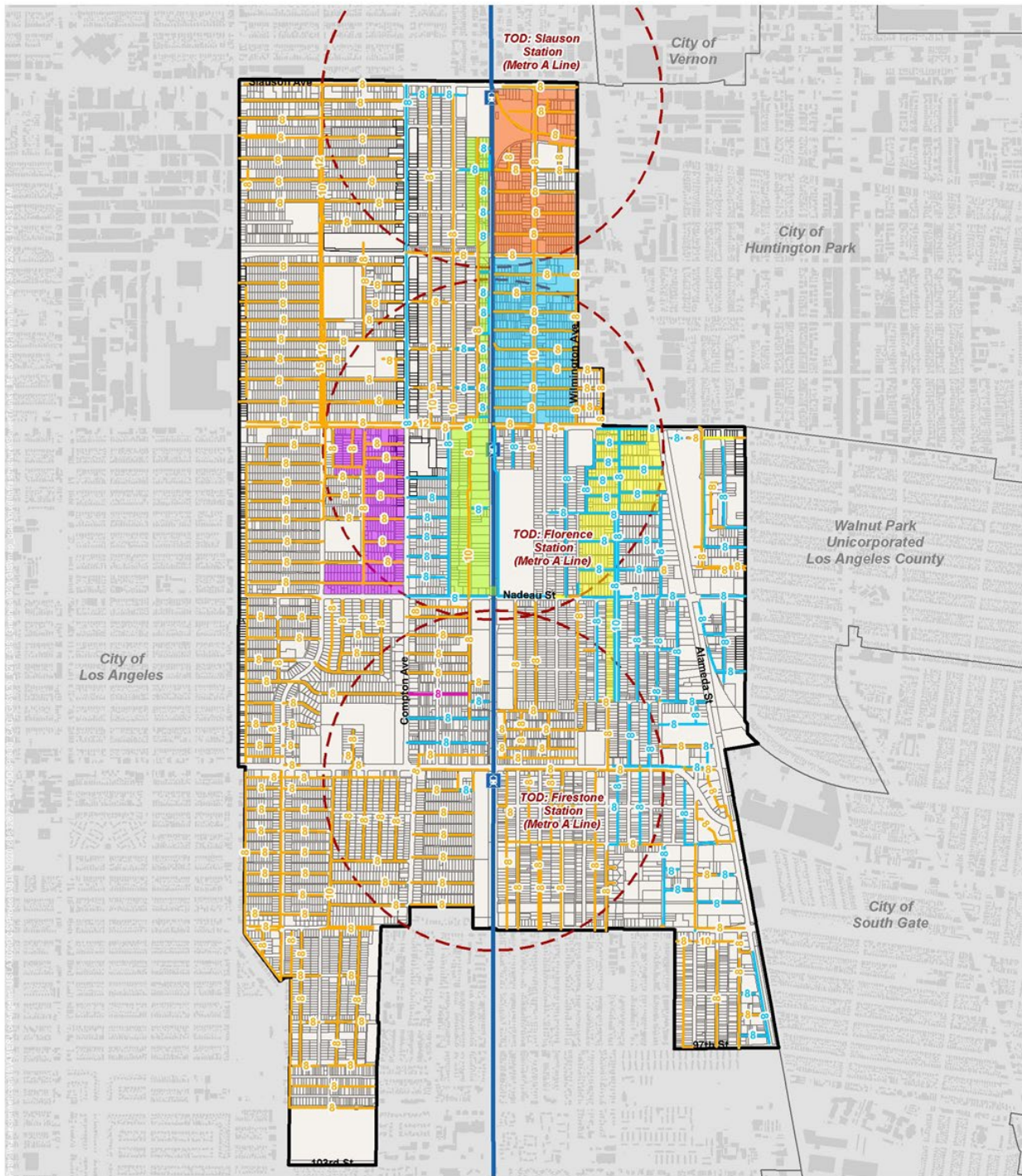
The existing gravity-fed sewer mains within the FFTOD Specific Plan Area are primarily 8-inch vitrified clay pipe (VCP) and lined cement pipe and include the majority of streets and some alleys—except for those otherwise identified below. Detailed locations are shown in Figure 3.16-2.

- North of Florence Avenue, some pipes are 10-inch, 12-inch, and 15-inch VCP, collecting from large systems of 8-inch VCP to carry to larger diameter trunks
- The Hooper Avenue trunk starting at E Florence Avenue, running south on Hooper Avenue to 92nd Street, Baird Avenue from 92nd Street and Zamora Avenue from 98th Street. This trunk continues under Ted Watkins Memorial Park and south of the FFTOD Specific Plan Area
- Compton Avenue trunk starting at E Florence Avenue, following Compton Avenue south of the FFTOD Specific Plan Area
- Two trunk lines starting at E Florence Avenue and Whitsett Avenue, flowing south, crossing through the southeast of the FFTOD Specific Plan Area, and continuing to the south

Wastewater from the FFTOD Specific Plan Area is collected and treated at the Joint Water Pollution Control Plant (JWPCP) in Carson. The JWPCP is in the city of Carson just east of the I-110 freeway. The plant provides primary and secondary treatment for approximately 280 million gallons per day and has a total permitted capacity of 400 million gallons per day serving a population of 3.5 million in Los Angeles County. Effluent from JWPCP is disinfected and discharged into the Pacific Ocean through a network of outfalls (LACSD 2021).



Figure 3.16-2: Existing Sewer System



- |   |                       |                                 |                       |
|---|-----------------------|---------------------------------|-----------------------|
| Metro Station                                 | Draft HEU RHNA Parcel | <b>Sewer Mains by Material*</b> | <b>Highlight Area</b> |
| Metro A Line                                  | City Boundary         | Cement Pipe                     | Tributary Area 5      |
| Florence-Firestone TOD Specific Plan Boundary |                       | Lines Cement Pipe               | Tributary Area 6      |
| 1/2 mile TOD Radius                           |                       | Vitrified Clay Pipe             | Tributary Area 7      |
|   |                       | Lined Vitrified Clay Pipe       | Tributary Area 9      |
|   |                       |                                 | Tributary Area 13     |



Source: County of Los Angeles; Esri; AECOM;

\*Sewer Mains labeled by diameter in inches.

## **Stormwater Service**

Stormwater in the fully developed Florence-Firestone urban area is managed by open channel flow in curbs and gutters along the roadways as the primary conveyance. The storm drainage system is a combination of public and privately maintained channels, including the majority of segments that are maintained by Los Angeles County Public Works within the Los Angeles County Flood Control District, a segment running along Nadeau Street east from Graham Avenue that is maintained by Los Angeles County Road Maintenance Division, and several drains in the area being maintained by private entities.

The entire system is gravity fed, reinforced concrete pipe from 18 inches to 90 inches, mostly 24 inches to 48 inches in diameter. Each branch empties into higher flow reinforced concrete boxes running under Hooper Avenue on the west side of the FFTOD Specific Plan Area and under Crockett Boulevard and Hickory Street on the east side, comprising the Hooper Avenue Drain and Glen Avenue Drain systems, respectively. Both drains empty into Compton Creek Upper before it empties into the Los Angeles River.

Stormwater flow is typically north to south in the FFTOD Specific Plan Area. West of Graham Avenue, the flow is from east to west along Florence Avenue, Nadeau Street, and Firestone Boulevard. East of Graham Avenue, the flow is west to east along same roads. Figure 3.16-3 shows the existing stormwater system for the FFTOD Specific Plan Area.

Green infrastructure and low-impact development (LID) are practices that contribute to stormwater quality control. These practices lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other water bodies and minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed drainage at their project sites. Los Angeles County Public Works maintains two documents to guide and require these practices: the LID Manual and the Green Infrastructure Guidelines.

The LID Manual requires compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County. The Regional Water Quality Control Board (RWQCB) adopted the MS4 permit (Order No. R4-2012-0175) in December 2012, establishing LID requirements for all new development projects in nine different categories. The majority of anticipated new development under the FFTOD Specific Plan would qualify under these categories and be required to install LID features consistent with the LID Manual.

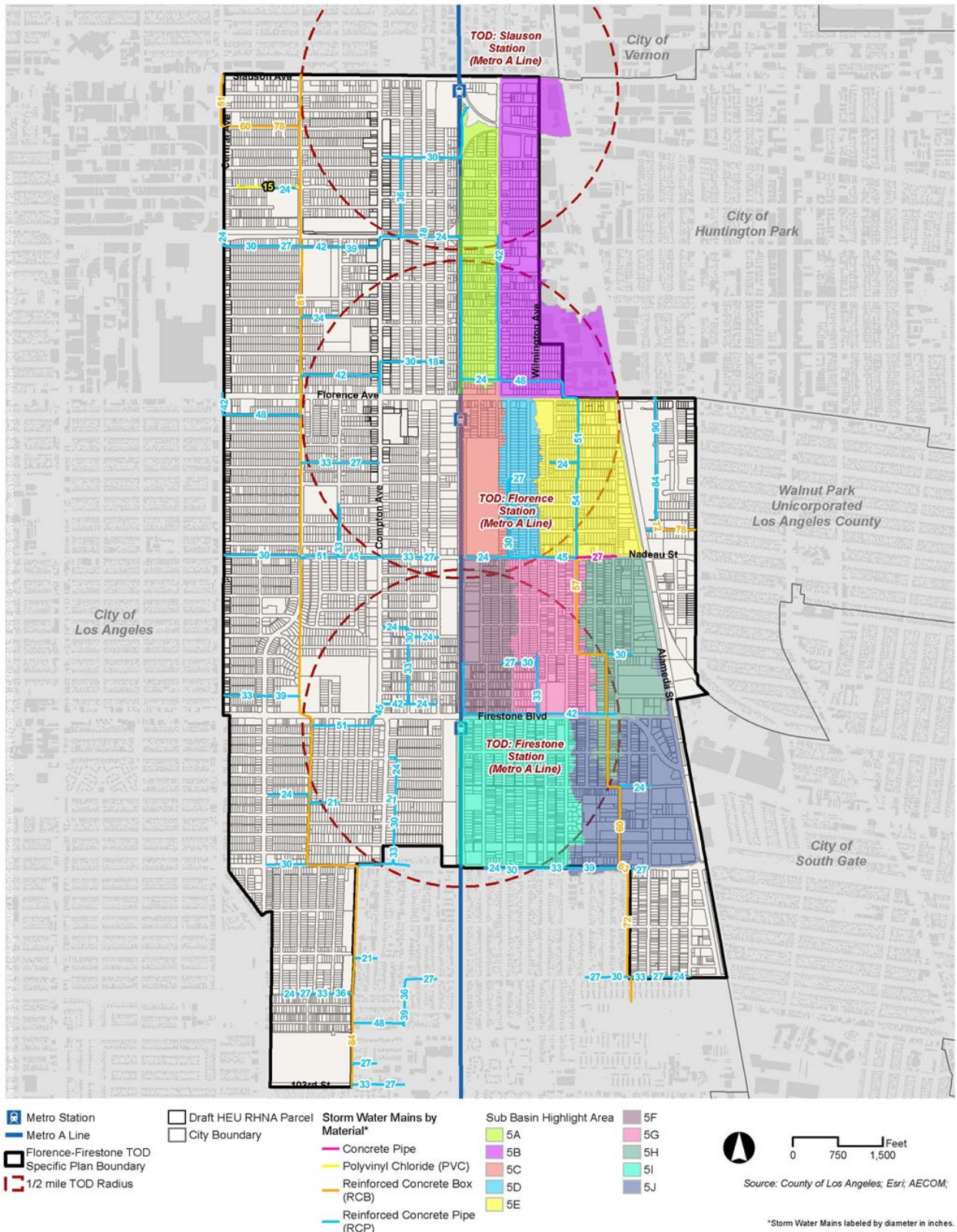
LID practices or stormwater quality control measures can be categorized into the following types:

- Retention-based stormwater quality control measures (e.g., bioretention, infiltration basin, dry well, permeable pavement)
- Biofiltration
- Vegetation-based stormwater quality control measures (e.g., stormwater planter [or planter box], vegetated swale, green roof)

The Green Infrastructure Guidelines provide guidance for new construction and reconstruction of road and flood projects. The goal of the guidelines is to incorporate sustainable practices into the



Figure 3.16-3: Existing Stormwater System



design, construction, and operation of Los Angeles County Public Works infrastructure. The guidelines provide LID design options to consider during planning or designing of road and flood projects intended to manage stormwater runoff.

All new development under the FFTOD Specific Plan must:

- demonstrate that site improvements do not introduce new flooding concerns upstream or downstream from the project
- submit LID and/or Storm Water Pollution Prevention Plans (SWPPPs), as required by the NPDES thresholds, to preservation of water quality and mitigation of environmental impacts
- incorporate best management practices, as appropriate to the project and parcel, consistent with the LID Manual and Green Infrastructure Guidelines

### ***Solid Waste Management***

The FFTOD Specific Plan Area is in the Firestone Garbage Disposal District, serviced by Consolidated Disposal Service (Republic Services) under the commercial franchise system. The area disposes approximately 235 tons of waste per day.

Waste management is an increasingly challenging issue for urbanized areas as available space for landfills becomes more limited and increasing populations generate more waste. In 2014, the County Board of Supervisors adopted a Roadmap to a Sustainable Waste Management Future. This roadmap outlines the process by which Los Angeles County can implement strategies to reduce solid waste generation in unincorporated areas and through Los Angeles County operations. The Florence-Firestone community is part of this program, which includes goals of reducing solid waste destined for landfills by 80 percent by 2030 and 95 percent by 2040. Permitted landfill capacity will be enough for the current volume of waste generated for at least the next 15 years. Increases in population and economic activity in Los Angeles County unincorporated areas will require jurisdictions to continue development of waste reduction and diversion efforts to avoid shortfalls in landfill capacity and to meet roadmap goals.

### ***Electrical Service***

Electricity in the community is provided by Southern California Edison (SCE), a private franchise utility company and subsidiary of Sempra Energy. All standards, development requirements, and improvement strategies are set directly by SCE, with oversight by the California Public Utilities Commission (CPUC). Electricity is transmitted by a network of mostly above-ground power lines, with a few underground distribution facilities to supply sufficient power to all locations, including streetlights and traffic signals. The major east-west arteries like Slauson Avenue, Firestone Boulevard, and Florence Avenue are mostly free of overhead lines; lines serving these areas run through nearby alleyways. Areas free of full overhead power lines still have individual lines connecting to and powering streetlights and will be crossed by overhead lines on crossing roads and alleys. The existing electrical system has adequate capacity to serve the FFTOD Specific Plan Area. The existing electrical system is shown in Figure 3.16-4.

### ***Natural Gas Service***

Southern California Gas Company is a private franchise utility company regulated by the CPUC that provides natural gas to the FFTOD Specific Plan Area. The Southern California Gas Company

owns and operates all transmission mains, distribution pipelines, and service laterals in the community. The existing natural gas system is shown in Figure 3.16-5.

### ***Telecommunication and Cable Service***

AT&T, a private franchise utility company, provides local and long-distance telecommunication services and Asymmetric Digital Subscriber Line internet services in the FFTOD Specific Plan Area. Services are provided primarily on above-ground lines shared with the electric provider. Currently there are no fiber optic installations in the FFTOD Specific Plan Area. Spectrum provides cable and internet services to every parcel in the FFTOD Specific Plan Area. Spectrum will share joint trenches with electrical and AT&T if electrical is underground. SCE will determine the layout of underground conduit facilities and AT&T and Spectrum will follow at their own expense. Various wireless carriers provide services in the FFTOD Specific Plan Area.

## **3.16.2 Regulatory Setting**

### **Federal**

#### ***Safe Drinking Water Act***

The Safe Drinking Water Act (Public Law 93–523) regulates the quality of drinking water in the United States (U.S.). The law requires actions to protect drinking water and its sources—rivers, lakes, reservoirs, springs, and groundwater wells—and applies to public water systems serving 25 or more people. It authorizes the U.S. Environmental Protection Agency (EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants. In addition, it oversees the states, municipalities, and water suppliers that implement the standards.

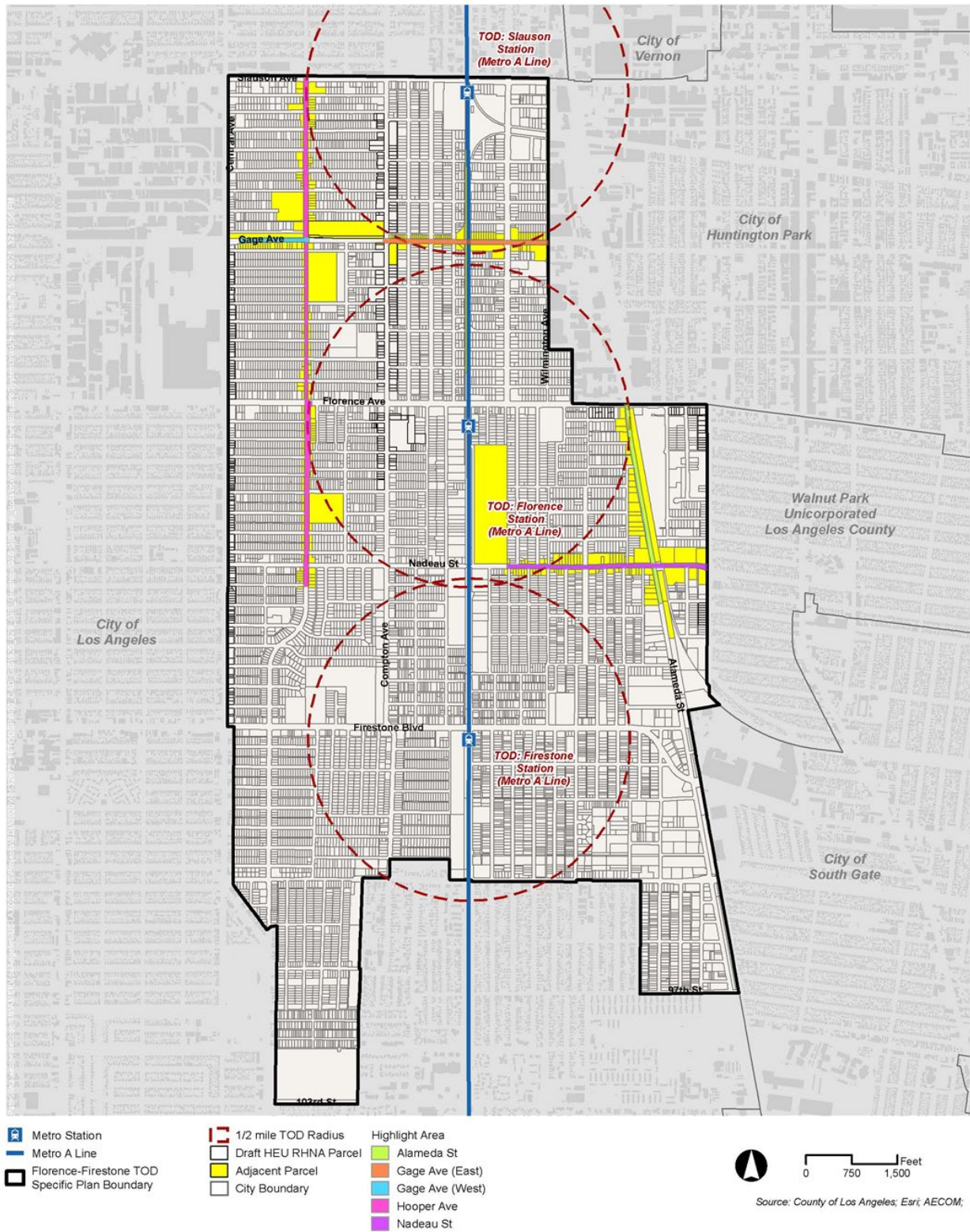
EPA standards are developed as a Maximum Contaminant Level (MCL) for each chemical or microbe. The MCL is the concentration that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. The EPA's goal in setting MCLs is to ensure that even small violations for a period of time do not pose significant risk to the public's health over the long run. National Primary Drinking Water Regulations (or primary standards) are legally enforceable standards that limit the levels of contaminants in drinking water supplied by public water systems.

Secondary standards are nonenforceable guidelines regulating contaminants that may cause cosmetic effects (e.g., skin or tooth discoloration) or aesthetic effects (e.g., taste, odor, or color) in drinking water. The EPA recommends secondary standards to water systems but does not require systems to comply. However, states may choose to adopt them as enforceable standards.

In July 2014, implementation of the Safe Drinking Water Act was transferred from the California Department of Public Health to State Water Resources Control Board (SWRCB), Division of Drinking Water (DDW). DDW now oversees the operational permitting and regulatory oversight of public water systems. DDW requires public water systems to perform routine monitoring for regulated contaminants that may be present in their drinking water supply. To meet water quality standards and comply with regulations, a water system with a contaminant exceeding an MCL must notify the public and remove the source from service or initiate a process and schedule to install treatment for removing the contaminant. Health violations occur when the contaminant



Figure 3.16-4: Existing Electrical System







amount exceeds the MCL or when water is not treated properly. In California, compliance is usually determined at the wellhead or the surface water intake. Monitoring violations involve failure to conduct or to report in a timely fashion the results of required monitoring. In addition, DDW conducts water source assessments, oversees water recycling projects, permits water treatment devices, certifies water system employees, promotes water system security, and administers grants under the State Revolving Fund and State bonds for water system improvements.

### ***Clean Water Act***

The Federal Clean Water Act of 1972 (CWA) established the basic structure for regulating discharges of pollutants into Waters of the U.S. and regulating quality standards for surface waters. Under the CWA, the EPA has implemented pollution control programs such as setting wastewater standards for industries and surface waters. Section 401 of the CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. The EPA's NPDES permit program controls discharges pursuant to Section 402 of the CWA, which requires that all construction sites on 1 acre or greater of land, as well as municipal, industrial, and commercial facilities discharging wastewater or stormwater directly from a point source into a Water of the U.S. (a lake, river, and/or ocean) must obtain permission under the NPDES permit. All NPDES permits are written to ensure that U.S. receiving waters will achieve specified water quality standards. Point sources are discrete conveyances, such as pipes or human-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. The provisions of Section 401 of the CWA are enforced through the SWRCB and local RWQCBs.

### **State**

#### ***California Urban Water Management Planning Act of 1983***

The California Urban Water Management Planning Act (Assembly Bill [AB] 797, Water Code Division 6, Part 2.6, Section 10610-10656) requires that every urban water supplier that annually serves 3,000 or more customers, or provides more than 3,000 acre-feet of water, must prepare and adopt an Urban Water Management Plan (UWMP). UWMPs provide a description and evaluation of water supplies, reclamation programs, and conservation activities. Based on land use plans provided by local governments, population projections or other inputs, the UWMP calculates the projected water demand for the district and compares this demand against current and anticipated water supplies. These UWMPs, which must be updated every 5 years, are provided to local governments to help inform decisions on development proposals. UWMPs serve as building blocks for Integrated Regional Water Management Plans, which define a clear vision and strategy for the sustainable management of water resources within a specific region delineated by one or more watersheds.

#### ***The Planning for Healthy Communities Act (Senate Bill 1000)***

Senate Bill (SB) 1000 was signed by Governor Brown in 2016. SB 1000 requires that both cities and counties that have disadvantaged communities incorporate environmental justice (EJ) policies into their general plans, either in a separate EJ element or by integrating related goals, policies,

and objectives throughout the other elements upon the adoption or next revision of two or more elements concurrently. The purpose of the legislation is to address the “unique or compounded health risks” in disadvantaged communities by decreasing pollution exposure, increasing community assets, and improving overall health. As a result of SB 1000, the State of California Governor’s Office of Planning and Research (OPR) has updated their General Plan guidelines to reflect changes pertaining to SB 1000.

The OPR General Plan guidelines provide guidance for developing EJ goals, policies, and programs that address the unique and compounded health risks in disadvantaged communities and prioritize improvements and programs that meet the needs of disadvantaged communities. As part of the requirements for reducing pollution exposure, a general plan must identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by reducing pollution exposure, including exposure to substances in air, water, and soil; exposure to extreme noise; access to safe, clean, and affordable drinking water; and inadequate separation between incompatible land uses such as sensitive uses near industrial or agricultural uses. These requirements to protect sensitive receptors from environmental burdens related to pollution are also related to ensuring equitable access and connections to public services and facilities, including safe drinking water and wastewater services, flood control, and water drainage.

In addition, the OPR General Plan guidelines state that while not specifically required, local agencies should consider that the effects of climate change will affect vulnerable and disadvantaged communities disproportionately compared to the population as a whole in California; therefore, considering climate vulnerability in disadvantaged communities when preparing the vulnerability assessment and adaptation goals, policies, and programs for the safety element would be an appropriate linkage with the EJ element or equivalent. Local agencies must address climate vulnerability and adaptation under the safety element pursuant to SB 379, which is required to analyze existing hazards as well as the impacts of climate change on the community related to existing and future hazards, such as flooding, drought, wildfire, and extreme heat. Populations at higher risk under a changing climate include those who are uninsured or underinsured; lack access to health care, child care, or transportation; live in areas with poor air quality, upper floors of tall buildings, or in areas with lots of impervious surfaces and little tree cover; lack life-supporting resources such as adequate housing, ways to cool living space; are food insecure or lack adequate medications; or are tenants or renters.

### ***California Global Warming Solutions Act of 2006 (AB32 and SB 535)***

The California Global Warming Solutions Act of 2006 required the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. Utilities related to greenhouse gas emissions (e.g., electric power generation/transmission, commercial and residential sewerage systems and water supply, natural gas transmission and distribution, wastewater treatment, solid waste treatment) are regulated in order to comply with the California Global Warming Solutions Act. The California Global Warming Solutions Act of 2006 require that facilities report and verify the emissions of greenhouse gases in order to comply with regulations. Facilities are thereby required to meet statewide greenhouse gas emission limits.

### ***Porter-Cologne Water Quality Control Act***

The 1969 Porter-Cologne Water Quality Control Act, codified in Section 13000 (Water Quality) et seq. of the California Water Code, authorizes the SWRCB to implement programs to control polluted discharges into State waters. This law essentially implements the requirements of the CWA. Pursuant to this law, the local RWQCB is required to establish the wastewater concentrations of a number of specific hazardous substances in treated wastewater discharge.

### ***Construction General Permit for Stormwater Discharges***

Pursuant to the CWA Section 402(p), requiring regulations for permitting certain stormwater discharges, the SWRCB issued a statewide general permit for stormwater discharges from construction sites (Water Quality Order 2009-0009-DWQ, SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction Activity [NPDES No. CAR000002]; adopted by the SWRCB on September 2, 2009).

Under the Construction General Permit, discharges of stormwater from construction sites with a disturbed area of 1 or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by completing a construction site risk assessment to determine appropriate coverage level; preparing a SWPPP, including site maps, a Construction Site Monitoring Program, and sediment basin design calculations; for projects outside of a Phase I or Phase II permit area, completing a post-construction water balance calculation for hydromodification controls; and completing a Notice of Intent. All of these documents must be electronically submitted to the SWRCB for General Permit coverage. The primary objective of the SWPPP is to identify and apply proper construction, implementation, and maintenance of best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site during construction. The SWPPP also outlines the monitoring and sampling program required for the construction site to verify compliance with discharge Numeric Action Levels set by the Construction General Permit.

### ***MS4 Permit Planning and Land Development Program Requirements***

In 2016, the Los Angeles RWQCB (LARWQCB) issued a revised NPDES Permit and Waste Discharge Requirements (Order No. R4-2012-0175; NPDES Permit No. CAS004001) under the CWA and the Porter-Cologne Act for discharges of urban runoff in public storm drains in Los Angeles County. The permittees are the Los Angeles County Flood Control District, Los Angeles County, and 84 incorporated cities within the coastal watersheds of Los Angeles County. This permit regulates stormwater discharges from municipal separate storm sewer systems (MS4s) in the proposed program area. The MS4 Permit details specific requirements for new development and significant redevelopment projects including selection, sizing, and design criteria for LID, treatment control, and hydromodification control BMPs.

### ***Solid Waste: Diversion Rule (AB 341)***

Under commercial recycling law (Chapter 476, Statutes of 2011), AB 341 directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning October 28, 2011. The final regulation was approved by the Office of

Administrative Law on May 7, 2012. AB 341 declared a policy goal of the state that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020.

- **IV.I.2.a (2).1. Mandatory Commercial Recycling (AB 939):** AB 939, as amended, requires each city and county (for unincorporated areas) in the state to reduce by 50 percent the amount of solid waste disposed at land disposal and transportation facilities through source reduction, recycling, composting, and other waste reduction activities.
- **IV.I.2.a (2).2. Mandatory Commercial Organics Recycling (AB 1826):** AB 1826 (2014) requires certain businesses to set up recycling services for recyclables and organic waste. The laws also require Los Angeles County to implement a commercial solid waste recycling program and an organic waste recycling program that is designed specifically to divert commercial solid waste and organic waste generated by businesses. Failure to comply may subject the city or county to fines of up to \$10,000 per day.
- **IV.I.2.a (2).3. Short-Lived Climate Pollutants: Organic Waste Methane Emissions Reductions (SB 1383):** SB 1383 (2016) requires Los Angeles County to provide and enforce mandatory organic waste recycling services to all waste generators, including residents, businesses, and Los Angeles County facilities. Failure to comply will subject Los Angeles County to fines up to \$10,000 per day.

### ***California Integrated Waste Management Act***

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible. Specifically, the act required city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000. The act also required each city and county to promote source reduction, recycling, and safe disposal or transformation. Cities and counties are required to maintain the 50 percent diversion specified by AB 939 by the year 2000.

AB 939 further requires each city to conduct a Solid Waste Generation Study and to prepare a Source Reduction and Recycling Element to describe how it would reach the goals. The Source Reduction and Recycling Element contains programs and policies for fulfillment of the goals of the act, include the above-noted diversion goals, and must be updated annually to account for changing market and infrastructure conditions. As projects and programs are implemented, the characteristic of the waste stream, the capacities of the current solid waste disposal facilities, and the operational status of those facilities are upgraded, as appropriate. California cities and counties are required to submit annual reports to the County Integrated Waste Management Board to provide an update on their progress toward the AB 939 goals.

### ***California Solid Waste Reuse and Recycling Act***

The California Solid Waste Reuse and Recycling Act of 1991 (AB 2176) was enacted to assist local jurisdictions with accomplishing the goals of AB 939. The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum extent feasible. Specifically, the act requires city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000. The act also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. Cities and counties are required

to maintain the 50-percent diversion specified by AB 939 by the year 2000. In accordance with AB 2176, any application submitted for a building permit must include adequate, accessible areas for the collection and loading of recyclable materials. Furthermore, the areas to be used must be demonstrated as adequate in capacity, number, and distribution to serve the proposed program. Moreover, the collection areas are to be situated as close as possible to existing exterior refuse collection areas.

### ***On-site Wastewater Treatment Systems Policy: Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems***

In June 2012, the SWRCB published the On-site Wastewater Treatment Systems (OWTS) Policy: Water Quality Control Policy for Siting, Design, Operation, and Maintenance of OWTS. The OWTS Policy allows for the continued use of OWTS, while protecting water quality and public health. This policy recognizes that responsible local agencies can provide the most effective means to manage OWTS on a routine basis. Therefore, as an important element, it is the intent of this policy to efficiently use—and improve on where necessary—existing local programs through coordination between the State and local agencies. To accomplish this purpose, this policy establishes a statewide, risk-based, tiered approach for the regulation and management of OWTS installations and replacements and sets the level of performance and protection expected from OWTS. In particular, the policy requires actions for water bodies specifically identified as part of this policy where OWTS contribute to water quality degradation that adversely affect beneficial uses.

### ***California Green Building Standards Code***

Effective January 1, 2020, Section 5.408 of the 2019 California Green Building Standards Code (Part 11 of California Code of Regulations Title 24) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse, or that the conditions of a local construction and demolition waste management ordinance are met, whichever is more stringent.

### ***Executive Order B-40-17***

On April 7, 2017, the Governor issued Executive Order B-40-17, which lifted the January 17, 2014 drought emergency except in the counties of Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects continue to address diminished groundwater supplies, and retains prohibitions on wasteful practices. Executive Order B-40-17 builds on actions taken in Executive Order B-37-16—which remains in effect—to continue making water conservation a way of life in California. Under this executive order, permanent restrictions shall prohibit wasteful practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians. The Department of Water Resources will continue to work with the water board to develop standards that urban water suppliers will use to set new urban water use efficiency targets as directed by Executive Order B-37-16; the water board will adopt urban water use efficiency standards that include indoor use, outdoor use, and leaks, as well as performance measurements for commercial, industrial, and



institutional water use. The order also rescinds two emergency proclamations from January and April 2014 and four drought-related executive orders issued in 2014 and 2015.

## **Local**

### ***Los Angeles County Integrated Waste Management Plan***

The Los Angeles County Integrated Waste Management Plan addresses Los Angeles County's efforts to plan for the management and disposal of solid waste for a 15-year planning period and also addresses Los Angeles County's efforts regarding conversion technology, green waste, and disposal capacity. AB 939 requires each county to prepare a countywide siting element (CSE) that describes how the county and the cities within the county, plan to manage the disposal of their solid waste for a 15-year planning period.

The CSE establishes goals and policies for Los Angeles County to maintain adequate permitted disposal capacity for a 15-year planning period. To provide adequate disposal capacity, the CSE offers strategies and establishes siting criteria for potential sites. Existing landfills (including those out-of-county) are identified and analyzed regarding their permitted disposal capacity and estimated closure date. Additionally, the CSE includes goals and policies to facilitate the use of out-of-county/remote landfills and to foster the development of alternatives to landfill disposal, such as CTs on a countywide basis.

The goals and policies are either being or may have to be implemented by Los Angeles County and cities in the county to meet the mandates of the AB 939. The nine goals are as follows:

1. To protect the health, welfare, and safety of all citizens by addressing the disposal need of the 88 cities in Los Angeles County and unincorporated communities during the 15-year planning period through the development of environmentally safe and technically feasible disposal facilities for solid waste that cannot be reduced, reused, recycled, or composted.

This goal incorporates policies to:

- Enhance in-County landfill disposal capacity
  - Facilitate utilization of out-of-County/remote disposal facilities
2. To foster the development of transformation and other innovative solid waste disposal technologies as alternatives to landfill disposal.
  3. To protect the economic well-being of Los Angeles County by ensuring that the cities and unincorporated communities are served by an efficient and economical public/private solid waste disposal system.
  4. To protect the economic well-being of Los Angeles County by ensuring that the cities and unincorporated communities are served by an efficient and economical public/private solid waste disposal system.
  5. To provide siting criteria that considers and provides for the environmentally safe and technically feasible development of solid waste disposal facilities.
  6. To reduce the volume (tonnage) of solid waste requiring disposal/transformation by continuing to implement and expand source reduction, recycling, composting, and public education programs.



7. To conserve Class III landfill capacity through diversion of inert waste, disposal of inert waste at unclassified landfills, increased waste disposal compaction rates, and use of green waste and other appropriate materials for landfill daily cover.
8. To promote, encourage, and expand waste diversion activities at disposal facilities.
9. To promote adequate markets for recycled materials and compost products.

### ***Los Angeles County Roadmap to a Sustainable Waste Management Future***

On October 21, 2014, the board of supervisors adopted the Roadmap to a Sustainable Waste Management Future that established a goal to divert 80 percent of solid waste generated in the unincorporated county areas from landfills by 2025, 90 percent by 2035, and 95 percent or more by 2045. The Los Angeles County Roadmap to a Sustainable Waste Management Future is currently being updated. Los Angeles County's efforts to achieve waste diversion are guided by the new waste management paradigm, which places a greater emphasis on source reduction, reuse, recycling, and otherwise maximizing the benefits and use of materials over disposal. Los Angeles County continues to make progress towards implementing the initiatives outlined in the roadmap. However, recent developments impacting the solid waste management system present strong challenges to continued progress. These include strong economic activity in Los Angeles County's unincorporated areas (with a corresponding increase in waste generation) and unstable statewide recycling markets. The continued implementation of the roadmap's initiatives over the next few years (such as organic waste recycling) and the implementation of new ordinances, will help Los Angeles County continue to make strides towards achieving the roadmap's goal of 80-percent diversion by 2025.

### ***Countywide Organic Waste Management Plan***

In April 2018, Los Angeles County published its Countywide Organic Waste Management Plan (Organics Plan). The Organics Plan is intended to identify and determine whether there is adequate compostable organic waste processing facility infrastructure and processing capacity to meet the demand for organic waste that is projected to be diverted due to the newly enacted legislation. The Organics Plan provides an estimate of the total organic waste processing capacity currently available in Los Angeles County and the neighboring counties in the Southern California region. An analysis of the additional processing capacity needed to handle organic waste recycling is also included in the Organics Plan. Currently, Los Angeles County is working on the first annual update to the Organics Plan.

### ***Chapter 12.84: Los Angeles County Low Impact Development Ordinance (No. 2008-0063)***

Chapter 12.84 of the Los Angeles County Municipal Code requires the use of LID BMPs in development projects to improve Los Angeles County's watersheds by preserving drainage paths and natural water supplies. This chapter applies to all development in the unincorporated area of Los Angeles County after January 1, 2009, except for those developments that filed a complete discretionary or nondiscretionary permit application with the County Department of Regional Planning, Los Angeles County Public Works, or any Los Angeles County-controlled design control board, prior to January 1, 2009.

Chapter 12.84 requires that applicable development projects:

- Mimic undeveloped stormwater runoff rates and volumes in any storm event up to and including the “Capital Flood” event, as defined by the Los Angeles County Public Works
- Prevent pollutants of concern from leaving the development site in stormwater as the result of storms, up to and including a Water Quality Design Storm Event
- Minimize hydromodification impacts to natural drainage systems

To meet these standards, applicable development projects must comply with the following:

1. The project must retain 100 percent of the Stormwater Quality Design Volume (SWQDv) on site, through infiltration, evapotranspiration, rainfall harvest and use, or a combination thereof, unless the director of Los Angeles County Public Works determines that it would be technically infeasible to do so.
2. If the director determines that it would be technically infeasible to retain one hundred percent of the SWQDv on site, the project must comply with one of the following alternative compliance measures:
  - a. The project must provide for on-site biofiltration of one and one-half times the portion of the SWQDv that is not retained on site.
  - b. The project must include infiltration or bioretention BMPs to intercept the portion of the SWQDv that is not retained on site at an off-site location, as approved by the director of public works. The project must also provide for treatment of the portion of the SWQDv discharged from the project site, as approved by the director of public works.
  - c. The project must provide for the replenishment of groundwater supplies that have a designated beneficial use in the Basin Plan:
    - i. Groundwater replenishment projects must include infiltration or bioretention BMPs to intercept the portion of the SWQDv that is not retained on site at an off-site location, as approved by the director of public works.
    - ii. Groundwater replenishment projects must also provide for treatment of the portion of the SWQDv discharged from the project site, as approved by the director of public works.
  - d. The project must include infiltration, bioretention, or rainfall harvest and use BMPs to retrofit an existing development with similar land uses as the project to intercept the portion of the SWQDv that is not retained on site.
  - e. Los Angeles County, independently or in conjunction with one or more cities, may apply to the RWQCB for approval of a regional or subregional stormwater mitigation program to substitute in part or wholly for the provisions of this chapter for the area covered by the regional or subregional stormwater mitigation program. If the RWQCB approves the program, provisions of the program must apply in lieu of any conflicting provisions of this chapter.

In addition, development projects that consist of five or more residential units, or nonresidential development projects, must comply with the following:

- The excess volume ( $\Delta V$ , defined as the post-developed runoff volume minus the pre-developed runoff volume for the 85th percentile storm event) from each lot where such development is occurring must be infiltrated at the lot level; or in the alternative, the excess volume from the entire development site, including streets and public right-of-way, must be infiltrated in subregional facilities. The tributary area of a subregional facility must be limited

to 5 acres but may be exceeded with approval of the director of public works. When the director of public works determines that infiltration of all excess volume is not technically feasible, on-site storage, reuse, or other water conservation uses of the excess volume is required and must be implemented as authorized by the director of public works and the runoff from the SWQDv must be treated to the satisfaction of the director of public works before discharge.

### ***Los Angeles County Stormwater Ordinance***

Chapter 12.80 – Stormwater and Runoff Pollution Control of the Los Angeles County Municipal Code was developed to protect the health and safety of the residents of the county by protecting the beneficial uses, marine habitats, and ecosystems of receiving waters within the county from pollutants carried by stormwater and non-stormwater discharges. In addition, the Stormwater and Runoff Pollution Control of the Los Angeles County Municipal Code protect the water quality of the receiving waters of the county and the U.S., consistent with the act.

Chapter 12.80.400 – Standards, guidelines, and criteria are guidelines set the by director who establishes uniform minimum standards, guidelines, and/or criteria for specific discharges, connections, and/or BMPs. The provisions outlined in Chapter 12.80.400 do not prohibit the director from requiring a discharger or permittee from taking additional measures to achieve the objectives of this chapter or any permit.

### ***Model Water Efficient Landscape Ordinance***

The Model Water Efficient Landscape Ordinance adopts water efficiency standards for new and retrofitted landscapes and encourages the use of more efficient irrigation systems, graywater usage, and on-site storm water capture, and limits the portion of landscapes that can be covered in turf.

### ***Construction and Demolition Debris Recycling and Reuse Ordinance***

Towards meeting the state’s waste reduction mandates, Title 20, Chapter 20.87 of the Los Angeles County Municipal Code requires projects in unincorporated areas to recycle or reuse 50 percent by weight of all construction and demolition debris removed from a site. Submission of a recycling and reuse plan and annual reporting are required to demonstrate compliance with the plan. Single-family or two-family residential structures and associated accessory structures are exempt.

### ***Los Angeles County Building Code***

Effective January 1, 2020, the County of Los Angeles Building Code (Title 26) is based on the 2019 California Building Code, Title 24, California Code of Regulations.

### ***Los Angeles County General Plan 2035 Public Services and Facilities Element***

The Public Services and Facilities Element of the County General Plan (DRP 2015) has established three goals and four policies relevant to utilities and service systems:

- **PS/F GOAL 1:** A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development

- Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities
- **PS/F Goal PS/F 2:** Increased water conservation efforts
  - PS/F Policy 2.1: Support water conservation measures
- **PS/FGOAL 3:** Increased local water supplies through the use of new technologies
  - PS/F Policy PS/F 3.1: Increase the supply of water through the development of new sources, such as recycled water, gray water, and rainwater harvesting
  - PS/F Policy 3.2: Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes and other beneficial uses

### **3.16.3 Methodology**

The potential for adverse impacts on utilities and service systems has been evaluated based on information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the proposed FFTOD Specific Plan.

#### **3.16.3.1 Wastewater Treatment Regulations**

The analysis related to wastewater treatment requirements identifies the types of wastewater that is anticipated to be generated by implementation of the FFTOD Specific Plan and regulations related to wastewater. Impacts would be considered significant if implementation of the FFTOD Specific Plan would not comply, be in conflict with, or exceed regulations related to wastewater, such that an impact on the environment could result. This analysis addressed wastewater treatment requirements of the LARWQCB.

#### **3.16.3.2 Water/Sewer Capacity**

The analysis of water and sewer infrastructure capacity focuses on the magnitude of the change in demand for water supplies and wastewater treatment from buildout of the FFTOD Specific Plan, based on the projected increase in water demand and wastewater generation over the 2035-year horizon of the FFTOD Specific Plan. Impacts are considered significant if buildout of the FFTOD Specific Plan would result in the need for construction of water and wastewater facilities that could result in a significant impact on the environment.

#### **3.16.3.3 Water Supply**

The analysis of water supply is focused on the nature and magnitude of the change in levels of water use from buildout of the FFTOD Specific Plan. The primary resources used for this analysis include the Liberty Utilities 2015 UWMP, Los Angeles Department of Water and Power UWMP (LADWP 2020), and information provided by the GSWC. The projected increase in water demand over the 2035-year horizon of the FFTOD Specific Plan is compared to future available supplies. The demand generated by the FFTOD Specific Plan at buildout compared to water supplies available determines whether an impact from implementation of the FFTOD Specific Plan would occur. If buildout of the FFTOD Specific Plan would result in new or expanded water supply entitlements, a significant impact could occur.

In addition, if the projected water demand associated with the proposed project is accounted for in the most recently adopted UWMP, the analysis incorporates the supporting information from the UWMP. If the water demand in a service area is not accounted for in a UWMP, the Environmental Impact Report (EIR) includes a discussion with regard to whether the public water system's total projected available water supplies will meet the proposed project's water demand.

#### **3.16.3.4 Energy System Capacity**

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy that could result in energy capacity problems to existing infrastructure and requiring the expansion of infrastructure or energy supplies. Factors such as the use of on-site renewable energy features and energy conservation features or programs are considered.

Energy usage during project operation would be considered to have a potential impact on energy infrastructure or supplies if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, California Green Building standards, preclude use of on-site renewable energy systems, inhibit the use of solar energy, or otherwise conserve energy. Impacts would be considered significant if the project would result in a substantial increase in energy demand that would result in the need to construct or expand energy facilities (electricity and natural gas) that could cause a significant impact on the environment.

#### **3.16.3.5 Storm Drain Capacity**

The analysis of the FFTOD Specific Plan's impact on stormwater drainage facilities identifies the general increase or decrease in stormwater that is anticipated to occur from buildout of the FFTOD Specific Plan and identifies the existing drainage infrastructure that serves the FFTOD Specific Plan Area. Impacts would be considered significant if the project would result in a substantial increase in stormwater that would result in the need to construct or expand drainage facilities that could cause a significant impact on the environment.

#### **3.16.3.6 Landfill Capacity**

The analysis of the FFTOD Specific Plan's impact on landfill facilities identifies solid waste that is anticipated to be generated during both construction and operation of the FFTOD Specific Plan. The analysis identifies the anticipated amount of nonhazardous construction debris and operational solid waste that would be generated from implementation of the FFTOD Specific Plan and the amount that would be disposed of in landfills after compliance with recycling/diversion requirements. It was assumed that demolition and construction activities would occur throughout implementation of the FFTOD Specific Plan. In addition, the maximum development that would occur was multiplied by the per capita solid waste generation.

The results (i.e., solid waste after recycling/diversion) are compared with the available capacity of the landfill serving the FFTOD Specific Plan Area to assess the significance of the FFTOD Specific Plan's solid waste generation during construction and at buildout. Impacts would be considered significant if the project would result in a substantial increase in solid waste that would affect landfill capacity to the extent that a new or expanded landfill facility would be required, the development of which could result in an impact on the environment.

### 3.16.3.7 Solid Waste Regulations

The analysis of the FFTOD Specific Plan's impact related to solid waste regulations identifies the nonhazardous solid waste that is anticipated to be generated during both construction and operation of the FFTOD Specific Plan and how the FFTOD Specific Plan would implement the regulations related to disposal of that solid waste.

Impacts would be considered significant if implementation of the FFTOD Specific Plan would not comply or would be in conflict with federal, state, or local statutes or regulations related to solid waste to the extent that an impact on the environment could result.

### Thresholds of Significance

In accordance with Appendix G of the California Environmental Quality Act Guidelines, the project would have a significant impact on utilities and service systems if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

### 3.16.4 Environmental Impacts

**USS-1:** *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The buildout of the FFTOD Specific Plan Area would result in a net increase of approximately 42,518 additional people associated with 12,110 new housing units and 2,734 new jobs associated with new commercial development in the FFTOD Specific Plan Area. The addition of new residential and commercial development would result in increased demand for utilities.

### Water Supply

While demand for water supply would increase, this anticipated increase would be slightly offset by decreased demand based on conversion of existing industrial uses to mixed use format development. Most of the existing water lines in the community generally have the capacity to handle the increase in water demand/load under build-out of the FFTOD Specific Plan. Increases in residential density would result in increased potential water usage including potable water and

fire prevention demand. To service this, the following would be upgraded if increased density developed at the following locations; all other installed water facilities appear to be sufficient for current and proposed buildout:

- All lines servicing fire hydrants must be at least nominal 6 inches per 20.16.100 to supply minimum fire flow requirements per Los Angeles County Municipal Code 20.16.060
- High density residential buildout (Residential Slauson Station zone) of five stories north of 62nd Street and 63rd Street west of Holmes Avenue would require upgrade of the existing 4-inch cast iron pipe by replacing the 4-inch main with 10-inch polyvinyl chloride (PVC) main along 62nd and 8-inch PVC main along 63rd.
- Medium density residential buildout (Residential Medium zone) east of Converse, south of 68th Street, west of Wilmington Avenue and north of Florence Avenue would require upgrade of 4-inch cast iron pipe along 69th Street, 70th Street, and 71st Street by replacing all 4-inch mains in this area with 8-inch PVC mains.

### **Wastewater**

While four locations, to be discussed in detail below, may serve as exceptions and require upgrading depending on realized density/intensity of buildout of the FFTOD Specific Plan, A preliminary analysis was performed using available information that shows that the existing trunk sewers generally have sufficient capacity to convey wastewater from the proposed, full buildout condition. Nevertheless, any future development project having a direct connection to the sewer system would require a sewer analysis that is part of an individual infrastructure assessment to confirm the need for any upgrades.

### **Stormwater**

Buildout of the FFTOD Specific Plan will generate little increase in runoff to the existing drainage system because the area is completely developed, and projects would be required to incorporate LID practices per LARWQCB requirements and Los Angeles County Public Works Green Infrastructure Guidelines.

However, preliminary study results for the Glen Avenue Drain originating at 63rd Street and Gage Avenue would have insufficient capacity to carry the peak flow generated by the 25-year storm. The Glen Avenue Drain leaves the FFTOD Specific Plan Area heading south under Croesus Avenue and carries the runoff from the entire eastern half of the FFTOD Specific Plan Area. The 72-inch by 72-inch reinforced concrete box has insufficient capacity to carry the peak flow runoff generated by the 25-year storm. Therefore, basins served by the Glen Avenue Drain may experience underground drainage system overflows due to deficient underground flow capacity, with associated stress placed on curb and gutter drainage to carry the excess. As discussed in Section 3.8, Hydrology and Water Quality, any future development project having a direct connection to the Hooper Avenue Drain or that is tributary to the Glen Avenue Drain would require a drainage analysis that is part of an individual infrastructure assessment to confirm the need for any upgrades.

### **Electricity**

The existing system supplies a sufficient level of electrical service to the FFTOD Specific Plan Area and has adequate capacity to serve the buildout. New development or redevelopments would

be responsible for upgrades and undergrounding as determined by SCE in coordination with Los Angeles County Public Works after building plan submittal. Underground electricity is more reliable, safer, and more aesthetically pleasing. Ultimately, Los Angeles County Public Works, SCE, and CPUC will determine which overhead sections will be relocated underground; electric supply and demand are generally determined on a case-by-case basis.

## Natural Gas

The analysis and decision on capacity to meet future demand under buildout of the FFTOD Specific Plan will be conducted by the Southern California Gas Company in coordination with Los Angeles County at the time building plans are submitted and development occurs. The development will be responsible for the cost of required upgrades and new or relocated services for new development or redevelopments. Impacts would be less than significant.

## Telecommunications

AT&T will assess demand for services and ability to serve new developments on a case-by-case basis after building plans are submitted by developers. AT&T will pay for any assessed upgrades or new services and recoup the cost later with the additional revenue from new customers.

Wireless communications facilities, either freestanding or attached to a building or structure, require approval of a conditional use permit in compliance with Los Angeles County Municipal Code standards. Conditional use permits for wireless communications facilities expire 10 years from the date of approval unless amended or extended by the planning commission or hearing officer. Impacts would be less than significant.

**USS-2:** *Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

While demand for water supply would increase, this anticipated increase would be slightly offset by decreased demand based on conversion of existing industrial uses to mixed use format development. Most of the existing water lines in the community generally have the capacity to handle the increase in water demand/load under build-out of the FFTOD Specific Plan. Increases in residential density would result in increased potential water usage including potable water and fire prevention demand. To service this, the water facility upgrades described under USS-1 would be recommended if increased density develop at the locations noted; all other installed water facilities appear to be sufficient for current and proposed buildout.

**USS-3:** *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

A preliminary analysis was performed using available information that shows that the existing trunk sewers generally have sufficient capacity to convey wastewater from the proposed, full buildout condition. The following locations are exceptions that may require upgrading based on the level of density/intensity realized in the vicinity.



- **Tributary Area 5:** A 10-inch main emptying into a trunk line at the Maie Avenue/Nadeau Street intersection collects from 50 acres of light residential and light manufacturing on the east side of Converse Avenue and Maie Avenue, from north of E 60th Street to Nadeau Avenue. Depending on density/intensity realized in the geography between 60th Street and Nadeau Avenue, east of Converse Avenue and Maie Avenue, the main would need to be upgraded to 15 inches.
- **Tributary Area 6:** An 8-inch main running toward city of Huntington to the east at Slauson Avenue collects from 49 acres of unlimited residence and heavy manufacturing along Holmes Avenue from Gage Street to Slauson Avenue, then east to west from South Pacific railroad lines to Wilmington Avenue which comprises the northeast corner of the FFTOD Specific Plan Area and a majority of the Slauson Station Area. This portion of the FFTOD Specific Plan is planned for high intensity mixed use and medium density residential development replacing existing industrial and primarily single-family uses, respectively. The 8-inch main would be insufficient for current conditions due to the significant presence of heavy manufacturing in the area and would need to be upgraded to 10 inches or 15 inches depending on density/intensity realized from future development.
- **Tributary Area 7:** A 10-inch main flowing south under Holmes Avenue from Gage Avenue to a Trunk line at Florence Avenue runs between South Pacific railroad to the east and Wilmington Avenue to the west. The 10-inch main services 59 acres of mostly unlimited residence with some light manufacturing, neighborhood business, and mixed-use development. This area is planned for low-medium to medium density residential. Depending on density/intensity realized in the geography, the main would need to be upgraded to 15 inches.
- **Tributary Area 9:** An 8-inch main under Parmelee Avenue that flows to the west under E 78th Street and empties into a trunk under Hooper Avenue services about 34 acres south of Florence Avenue, east of Parmelee Avenue and North of E 78th Street. This area is composed of limited density multiple residence, general commerce, and mixed-use development and would need to be upgraded to 10 inches, depending on density/intensity realized in the geography.

Individual project applicants/developers would need to prepare a sewer analysis, that is part of an individual infrastructure assessment, and consult with Los Angeles County Public Works and CSMD regarding future sewer facilities or upgrade considerations. The CSMD would evaluate all development that would occur and conduct its own site-specific analysis of changes to the service trunk and necessary sewer infrastructure upgrades. Additionally, new sewer laterals would be required for new buildings.

**USS-4:** *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Waste management is an increasingly challenging issue for urbanized areas as available space for landfills becomes more limited and increasing populations generate more waste. In 2014, the County Board of Supervisors adopted a Roadmap to a Sustainable Waste Management Future. This roadmap outlines the process by which Los Angeles County can implement strategies to reduce solid waste generation in unincorporated areas and through Los Angeles County operations. The Florence-Firestone community is part of this program, which includes goals of reducing solid

waste destined for landfills by 80 percent by 2030 and 95 percent by 2040. Therefore, impacts would be less than significant.

**USS-5:** *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The FFTOD Specific Plan would result in new development, infill, and redevelopment of land uses that would generate solid waste. All solid waste-generating activities in Los Angeles County are subject to the requirements set forth in AB 939. AB 939 requires diversion of a minimum of 50 percent of construction and demolition debris. In addition, after 2020, development projects pursuant to the FFTOD Specific Plan will be required to divert 75 percent of solid waste pursuant to AB 341.

The proposed FFTOD Specific Plan is also included in the Los Angeles County Roadmap to a Sustainable Waste Management Future program and as such would implement the goals of reducing solid waste for landfills by 80 percent by 2030 and 95 percent by 2040. Therefore, existing landfills would be able to accommodate solid waste generated by buildout of the FFTOD Specific Plan and impacts to solid waste management facilities would be less than significant.

Disposal of waste generated from implementation of the FFTOD Specific Plan would be consistent with all state regulations and the policies in the Los Angeles County Integrated Waste Management Plan. Future development under the FFTOD Specific Plan would comply with all solid waste statutes and regulations. Therefore, any impacts that conflict with federal, state, or local statutes or regulations related to solid waste would not occur from implementation of the FFTOD Specific Plan. There would be no impacts.

### **3.16.5 Programmatic Mitigation Measures**

In order to reduce impacts to thresholds USS-1 through USS-3 to less than significant, the following programmatic mitigation measures would need to be implemented:

**MM-USS-1** Prior to the issuance of a grading permit for mixed use parcels and medium density or higher residential parcels that include several buildings serviced by one meter location, the project applicant/developer shall submit a site-specific infrastructure assessment to confirm the efficacy of the infrastructure to meet the increased demand, in accordance with GSWC requirements, Los Angeles County development regulations, and the California Subdivision Map Act.

The GSWC Florence-Graham District Urban Water Management Plan last updated in 2015 shall be consulted for all water system upgrade considerations.

**MM-USS-2** Prior to the issuance of a grading permit for any future development project having a direct connection to any sewer, the project applicant/developer shall submit a site-specific infrastructure assessment for review and approval by the Los Angeles County Public Works. The infrastructure assessment shall be sufficient for Los Angeles County Public Works to make the determination of whether sewer improvements or upgrades would be required as part of the development project. To assist in this determination, the site-specific infrastructure assessment shall include a detailed sewer area analysis that addresses increased zoning density/intensity.

**MM-USS-3** New development or redevelopments pursuant to implementation of the FFTOD Specific Plan shall be responsible for upgrades and undergrounding of distribution lines as determined by SCE in coordination with Los Angeles County Public Works after building plan submittal. Underground electricity is more reliable, safer, and more aesthetically pleasing. Ultimately, SCE and CPUC will determine which overhead sections will be relocated underground; electric supply and demand are generally determined on a case-by-case basis.

Developers shall be responsible for the costs of required undergrounding and may also be required to bear the costs for extending streetlights or modifying traffic signals. Los Angeles County Public Works will determine streetlight and traffic signal modifications for new and redevelopments in accordance with Los Angeles County development requirements.

CPUC Rule 20A provides funding for undergrounding of utilities (including communications) through “work credits” given by the utility company to the cities or unincorporated counties on a yearly basis. These work credits can be used in areas determined to be in the “public interest.” The following are “Public Interest” criteria:

- Eliminate an unusually heavy concentration of overhead lines
- Involve a street or road with a high volume of public traffic
- Benefit a civic or public recreation area or area of unusual scenic interest
- Be listed as an arterial street or major collector as defined by the governor’s OPR Guidelines

Community and local governments determine these criteria through public hearings and consultation with the local utility. Full funding of an overhead distribution line to underground requires successful “public interest” determination, collection of enough Rule 20A work credits by the utility (including a possible 5-year “borrow forward” if required), and the creation of a utility underground district.

The following areas deserve some consideration for a Rule 20A undergrounding process:

- Gage Avenue—Strip mall development between Hooper Avenue and Compton Avenue resulted in removal of power lines from that section. Removing remaining overhead lines from this arterial would be a public benefit.
- Alameda Street—Entire length of major collector north of 92nd Street has overhead lines; Alameda serves as a gateway to the area from the east. Removal of overhead lines would be a public benefit.
- Hooper Avenue—Important thoroughfare from Slauson Avenue to Nadeau Street. Removal of overhead lines would greatly beautify and secure the western side of the FFTOD Specific Plan Area.
- Nadeau Street—There are overhead lines on this important central collector starting east of Holmes Avenue/Franklin D. Roosevelt Park. Removal of these

lines would greatly improve the eastern half of the FFTOD Specific Plan Area.

**MM HYD-1** Prior to the issuance of a grading permit for any future development project having a direct connection to Hooper Avenue Drain or that is tributary to Glen Avenue Drain, the project applicant/developer shall submit a site-specific infrastructure assessment for review and approval by Los Angeles County Public Works. The infrastructure assessment shall be sufficient for Los Angeles County Public Works to make the determination of whether drainage improvements or upgrades would be required as part of the development project. To assist in this determination, the site-specific infrastructure assessment shall include a detailed drainage analysis, including the consideration of drainage solutions (such as retention-based stormwater quality control measures on site or within public rights-of-way) that allow area drains to function within designed capacity, and/or system capacity improvements.

### **3.16.6 Level of Significance After Mitigation**

Implementation of programmatic mitigation measures MM USS-1 through MM USS-3 and MM HYD-1, would reduce potential impacts associated with water supply, sewer, stormwater drainage, and electricity to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to utilities and service systems have been identified for the project.

### **3.16.7 Cumulative Impacts**

Cumulative water infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned infrastructure. The cumulative system evaluated includes the GSWC infrastructure systems that are serving the Florence-Firestone community and adjacent land uses. Noncontiguous GSWC service areas are not part of the geographical area of cumulative analysis. Cumulative development in the water service areas would include infill and redevelopment projects. These cumulative projects could result in the need for new or upgraded water infrastructure. The construction activities associated with new or upgraded water facilities could result in significant environmental impacts. The FFTOD Specific Plan has evaluated infrastructure needs for water service and has included improvements to existing facilities to ensure that buildout of the FFTOD Specific Plan would be served by adequate infrastructure. Because the project would not require the construction of water facilities beyond the improvements that are part of the project, the FFTOD Specific Plan would not have a cumulatively considerable contribution to potential significant cumulative impacts associated with water infrastructure

Cumulative wastewater treatment requirement impacts are considered on a system-wide basis and are associated with the operation of the wastewater disposal at the SMD. Cumulative developments in the urban and developed areas that are served by the SMD would consist of infill and redevelopment projects that could include similar to those that would be implemented by the proposed FFTOD Specific Plan. These similar land uses are not expected to discharge wastewater that contains harmful levels of toxins beyond the regulations of the LARWQCB and all effluent would comply with the wastewater treatment standards of the RWQCB. Cumulative development could also include industrial uses. Any industrial facilities that have the potential to discharge hazardous wastewater would require specific permitting by the RWQCB prior to connecting to the

sewer system, which would ensure that flows are within the regulations of the LARWQCB. Therefore, impacts related to the potential for cumulative projects to exceed wastewater treatment requirements of the LARWQCB would be less than significant.

The FFTOD Specific Plan Area is generally covered with impervious surfaces; development of projects pursuant to the FFTOD Specific Plan would not substantially increase the amount of impervious surfaces and runoff to the extent that existing storm drains would be overwhelmed because all development projects would be required to comply with the same Standard Urban Storm Water Mitigation Plan, LID, and RWQCB permit requirements to retain the difference between the volume pre- and post-construction runoff volume. In addition, implementation of the FFTOD Specific Plan would include installation of landscaping along streets and within open space areas. The new landscaping areas would help to capture, retain, and use some surface water runoff for irrigation, which would reduce the amount of surface runoff in the storm drain pipelines. Overall, with implementation of the new pervious areas and compliance with applicable regulatory requirements, the project's contribution to cumulative impacts related to stormwater drainage capacity would be less than cumulatively considerable.

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development in southern California because energy (including electricity, natural gas, and petroleum) is generated and distributed by regional utility providers throughout the southern California region. All development projects throughout the region would be required to comply with the energy efficiency requirements of the California Green Building Standards / Title 24 and LID requirements. In addition, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative energy utility system capacity problems would not result, and the construction of new or expanded energy facilities would not be required from the related infill development within the urban and developed region. Therefore, impacts from cumulative projects associated with energy would be less than significant.

Development pursuant to the proposed FFTOD Specific Plan would incrementally contribute to the need for regional energy. As described above, the FFTOD Specific Plan would include uses that would involve energy consumption quantities that are typical for urban infill development, and no operational activities or land uses would occur that would result in extraordinary energy consumption. Overall, implementation of the proposed FFTOD Specific Plan would not result in a significant demand on regional energy infrastructure and would not create energy utility system capacity problems or result in the construction of new energy facilities or expansion of existing facilities or entitlements. As a result, the project's contribution to cumulative impacts related to the energy infrastructure system and entitlements would be less than cumulatively considerable.

Although the project would contribute solid waste to the landfills, the addition would not substantially impact the permitted capacity of the landfills. Therefore, the increase in solid waste from operation of the proposed FFTOD Specific Plan in combination with planned growth in Los Angeles County would not require construction of a new landfill or expansion of the existing landfill to meet capacity needs. As a result, the project's contribution to cumulative impacts on the capacities of the landfill facilities would be less than cumulatively considerable.

The geographic scope of cumulative analysis for compliance related to solid waste regulations is the service area for the landfills that serve Los Angeles County. Disposal of solid waste generated by cumulative development would be subject to the requirements set forth in AB 939, AB 341, and the policies in the Los Angeles County Integrated Waste Management Plan. Therefore, cumulative development would comply with all solid waste statutes and regulations, and cumulative development would result in no impacts. Because disposal of solid waste generated by the FFTOD Specific Plan would comply with all solid waste statutes and regulations, the FFTOD Specific Plan would not contribute impacts related to conflicts with solid waste regulations. Therefore, the project would not contribute to cumulative impacts associate with compliance with solid waste statutes and regulations.

### **3.16.8 References**

- Los Angeles County Department of Regional Planning (DRP). 2015, General Plan 2035 Public Services and Facilities Element, available at: [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan-ch13.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch13.pdf), accessed on: April 13, 2021.
- Los Angeles Department of Water and Power (LADWP). 2020. Urban Water Management Plan (UWMP).
- \_\_\_\_\_. 2021. Wastewater Treatment Process at Joint Water Pollution Control Plant. Available at: <https://www.lacsd.org/services/wastewater/wwfacilities/wwtreatmentplant/jwpcp/wwtreatmentprocessjwpcp.asp>, accessed on: June 18, 2021.
- Golden State Water Company (GSWC). 2020. Florence-Graham Water System: Consumer Confidence Report on Water Quality for 2019.

## 4.0 ALTERNATIVES

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.6, this Draft Environmental Impact Report (EIR) contains a comparative impact assessment of alternatives to the project. The primary purpose of this section is to provide decision makers and the public with a reasonable range of feasible project alternatives that could attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project.

CEQA Guidelines Section 15126.6 states:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Analysis of three alternatives to the project is guided by the following considerations set forth under CEQA Guidelines Section 15126.6:

- An EIR need not consider every conceivable alternative to a project
- An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process
- Reasons for rejecting alternative include:
  - Failure to meet most of the basic project objectives
  - Infeasibility
  - Inability to avoid significant effects

Alternatives to a project must be considered even if they would impede—to some degree—the attainment of project objectives or be more costly (CEQA Guidelines Section 15126.6[b]). However, the range of alternatives addressed in an EIR need not be exhaustive, and is governed by a “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR must examine in detail only those that the lead agency determines could feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project. An EIR does not need to consider an alternative if effects cannot be reasonably ascertained, remote and speculative implementation, or that would not substantially lessen or avoid the significant effects of the project. CEQA Guidelines Section 15126.6(d) states that if an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternatives should be discussed but “in less detail than the significant effects of the project as proposed.”

CEQA Guidelines Section 15364 defines feasibility as “capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” The determination of the feasibility of project alternatives may include—but is not limited to—factors such as: site suitability, economic viability, infrastructure availability, general plan consistency, regulatory and jurisdictional limitations, and

whether the project proponent can reasonably acquire, control or otherwise have access to an alternative project site (CEQA Guidelines Section 15126.6[f][1]).

A comparison of impacts associated with the project and alternatives is provided in this section. In several cases, the description and severity of the impact may be the same under each scenario when compared with the CEQA Thresholds of Significance (i.e., both scenarios would result in a less than significant impact). However, the actual degree of impact may be slightly different under each scenario, and this relative difference is the basis for a conclusion of greater or lesser impacts. In addition, the alternatives analysis includes the assumption that all applicable mitigation measures associated with the project would be implemented with a given project alternative with the exception of the No Project Alternative.

An evaluation of a No Project Alternative is required by CEQA Guidelines Section 15126.6(e) and is included in this section as Alternative 1, No Project/Development in Accordance with Existing Zoning. Two additional alternatives: Alternative 2, Firestone Transit Oriented District (TOD) Modified Land Use; and Alternative 3, Slauson TOD Focused, are also analyzed and compared to the project.

## **4.1 ALTERNATIVE DESCRIPTIONS**

### **4.1.1 Alternative 1: No Project/Development in Accordance with Existing Zoning**

This alternative would result in limited additional development of the commercial and mixed use corridors under existing zoning per the Florence-Firestone Community Plan (FFCP), Los Angeles County Municipal Code, and Florence-Firestone Community Standards District (CSD). Capacity for mixed use residential and nonresidential would not be introduced along Slauson Avenue, Compton Avenue, Gage Avenue, Central Avenue, Nadeau Street, or Firestone Boulevard. The residentially zoned areas in the Florence-Firestone community are largely built out and would likely be limited in any additional development.

Under this alternative Los Angeles County would implement the General Plan land use designations established by the FFCP. Buildout of Alternative 1 is represented by the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 2016-2014 Model for the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) Area, interpolated to the horizon year (2035) of the proposed Specific Plan. Therefore, the expected limited development in accordance with existing zoning would be approximately 14,911 additional residential units and 2,061,510 additional square feet of nonresidential uses. In comparison to the proposed FFTOD Specific Plan, this alternative would result in fewer residential units (10,621 housing units) and more nonresidential uses (563,757 square feet).



### **4.1.2 Alternative 2: Firestone TOD Modified Land Use**

Development under this alternative would result in expanded implementation of RLM-2 and RM zoning in the Firestone TOD south of Nadeau Street. The proposed FFTOD Specific Plan zones this area as RLM-1 limiting maximum density to 18 dwelling units per acre (du/ac) to support community stability and maintain property ownership/existing residents in the area. The proposed FFTOD Specific Plan zoning is expected to result in 25,532 potential net new residential units by 2035 generated primarily through addition of ADUs and conversion of existing single-family homes to duplexes. Under this alternative, RLM-1 zoning would be converted to RLM-2 and RM zoning allowing 20 to 30 du/ac and 20-50 du/ac, respectively. This alternative would include all other land uses under the proposed FFTOD Specific Plan. Therefore, development under this alternative would result in net increases of up to 25,596 residential units by 2035 within the FFTOD Specific Plan Area (64 units more than the proposed project) and 1,546,348 square feet of nonresidential uses. Increased zoning under this alternative would be expected to increase displacement of property owners and existing residents based on a higher likelihood for lot consolidation, increased property values, and increased rents. In comparison to the proposed FFTOD Specific Plan, this alternative would result in an additional 64 residential units and 48,595 nonresidential square feet. The purpose of this alternative is to present other configurations considered, despite greater potential impacts, for the purpose of additional information for the public and decision makers.

### **4.1.3 Alternative 3: Slauson TOD Focused**

Development under this alternative would limit all land use and zoning changes of the proposed FFTOD Specific Plan to the Slauson TOD area and rezoning to implement the Housing Element Update Regional Housing Needs Assessment (RHNA) sites. The MU-T, MXD, IF, RSS, RM, and RLM-2 zones in the Slauson Station TOD as identified by the proposed FFTOD Specific Plan would be implemented. All parcels identified as Housing Element Update RHNA Parcels, predominantly rezoning to MXD would also be implemented throughout the FFTOD Specific Plan Area. All land uses and zones outside the half-mile TOD radius from the Slauson Station and identified RHNA parcels would remain consistent with existing General Plan land use designations, the FFCP, and existing zoning of the Los Angeles County Municipal Code and Florence-Firestone Community Standards District. Other corridors zoned nonresidential or mixed use would realize limited additional development consistent with the existing zoning consistent with the expectations identified in the No Project/Development in Accordance with Existing Zoning Alternative.

Therefore, development under this alternative would result in development of up to 22,848 residential units and 1,169,894 nonresidential square feet in the FFTOD Specific Plan Area by 2035. In comparison to the proposed FFTOD Specific Plan, this alternative would result in 2,684 fewer residential units and decrease nonresidential uses by 327,859 square feet.

## **4.2 SIGNIFICANT, ADVERSE, AND UNAVOIDABLE IMPACTS**

The proposed project would result in the following project and cumulative significant impacts that cannot be reduced to less than significant, even with the implementation of feasible mitigation measures.

## Air Quality

- Conflict with or obstruct implementation of Air Quality Management Plan Air Quality Standards/Violations related to operational emissions in excess of the South Coast Air Quality Management District (SCAQMD) regional emissions thresholds for volatile organic compounds (VOC), carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), and particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>) and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SCAB)

## Cultural Resources

- Impacts to historical resources

## 4.3 PROJECT OBJECTIVES

The Department of Regional Planning developed the following objectives for the proposed project, based off analysis from the Equity & Mobility Study, and all stages of community input:

- Enable more opportunities for affordable housing
- Encourage transit oriented development and promote active transportation
- Improve access to the three Los Angeles Metropolitan Transit Authority (LA Metro) A (Blue) Line Stations (Slauson, Florence, and Firestone)
- Reduce vehicle miles traveled
- Streamline the environmental review of future development projects

## 4.4 ALTERNATIVES CONSIDERED AND WITHDRAWN

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, greenhouse gas emissions, land use and planning, noise, population and housing, public services, recreation, transportation, and utilities and service systems. Without a site specific analysis, impacts on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and tribal cultural resources cannot be evaluated. Therefore, another location would not avoid or substantially lessen the effects of the proposed project.

As part of the Los Angeles County General Plan Update, Los Angeles County identified several urban and suburban areas with access to major transit and commercial corridors as priority policy areas for infill development. Alternative sites were not selected for evaluation because the primary purpose of the project is to implement the Los Angeles County General Plan 2035 TOD Program,

which is intended to focus on the area within a 0.5-mile radius of transit stations. In the Florence-Firestone community, there are three LA Metro A Line Stations (the Slauson, Florence, and Firestone Stations) and the purpose of the project cannot be met by focusing on alternative sites. The FFTOD Specific Plan Area was identified as one of the priority areas for the TOD Program as it is well suited for higher density housing and a mix of uses surrounding existing major commercial, employment, and civic activity nodes served by high-quality transit. The Specific Plan can leverage the community of Florence-Firestone's assets, connecting uses and activities, and attracting future investment. The LA Metro Stations' (Slauson, Florence, and Firestone Stations) proximity to major job centers and regional destinations spanning downtown Los Angeles to Long Beach creates many opportunities for improving the built environment and overall community that other locations would not be able to provide.

Overall, the purpose of the FFTOD Specific Plan is to create a land use and zoning policy tool to enable more opportunities for affordable housing, encourage transit oriented development and promote active transportation, improve access to the three LA Metro A (Blue) Line Stations, and reduce vehicle miles traveled by cars. The Specific Plan development standards and strategies are designed to balance TOD development with community benefits that support a wide range of residents, workers, and small business owners. The land use and mobility concepts focus on improving the connection between the community and the three LA Metro transit stations.

## 4.5 ALTERNATIVES FURTHER EVALUATED

This section analyzes the following alternatives: Alternative 1, No Project/Development in Accordance with Existing Zoning; Alternative 2, Firestone TOD Modified Land Use; and Alternative 3, Slauson TOD Focused. Community-wide information regarding dwelling units, population, population per household, nonresidential square footage, and employment projections for each of the alternatives is provided in Table 4-1. A summary comparison by individual issue area for each alternative is provided in Table 4-2.

**Table 4-1: FFTOD Specific Plan Area Future Condition (2035)**

	<b>Units (Households)</b>	<b>Population</b>	<b>Population / Household</b>	<b>Nonresidential Square Feet</b>	<b>Total Employment</b>
<b>Proposed Project</b>	25,532	100,423	3.9	1,497,753	11,408
<b>Alternative 1: No Project/Development in Accordance with Existing Zoning</b>	14,911	66,072	4.4	2,061,510	9,591
<b>Alternative 2: Firestone TOD Modified Land Use</b>	25,596	101,308	4.0	1,546,348	11,520
<b>Alternative 3: Slauson TOD Focused</b>	22,848	91,253	4.0	1,169,894	10,651

**Table 4-2: Alternative Comparison**

<b>Environmental Issue</b>	<b>Proposed Project</b>	<b>Alternative 1: No Project/Development in Accordance with Existing Zoning</b>	<b>Alternative 2: Firestone TOD Modified Land Use</b>	<b>Alternative 3: Slauson TOD Focused</b>
<b>Aesthetics</b>				
Visual Character and Scenic Quality	LS	LS (E)	LS (E)	LS (E)
Shadows, Light and Glare	LS	LS (E)	LS (E)	LS (E)
<b>Air Quality</b>				
Air Quality Plan	SU	SU (E)	SU (G)	SU (L)
Air Quality Standards/Violations	SU	SU (E)	SU (G)	SU (L)
Criteria Pollutant	SU	SU (E)	SU (G)	SU (L)
Sensitive Receptors	LSM	LSM (E)	LSM (E)	LSM (E)
Other Emissions (Odors)	LS	LS (E)	LS (E)	LS (E)
<b>Cultural Resources</b>				
Historical Resources	SU	SU (E)	SU (E)	SU (L)
Archaeological Resources	LSM	LSM (E)	LSM (E)	LSM (L)
Paleontological Resources	LSM	LSM (E)	LSM (E)	LSM (L)
Human Remains	LS	LS (E)	LS (E)	LS (L)
<b>Energy</b>				
Wasteful, Inefficient, or Unnecessary Consumption	LS	LS (E)	LS (E)	LS (E)
Conflict with Renewable Energy or Energy Efficiency Plan	LS	LS (E)	LS (E)	LS (E)
<b>Geology and Soils</b>				
Liquefaction and Lateral Spreading	LS	LS (E)	LS (E)	LS (E)
Soil Erosion or Topsoil Loss	LS	LS (E)	LS (E)	LS (E)
Geologic Instability	LS	LS (E)	LS (E)	LS (E)
Expansive Soil	LS	LS (E)	LS (E)	LS (E)
<b>Greenhouse Gases</b>				
Greenhouse Gas Emissions	LSM	LSM (E)	LSM (G)	LSM (L)
Conflict with Plan, Policy, or Regulation that Reduces Greenhouse Gas Emissions	LS	LS (E)	LS (E)	LS (E)

<b>Environmental Issue</b>	<b>Proposed Project</b>	<b>Alternative 1: No Project/Development in Accordance with Existing Zoning</b>	<b>Alternative 2: Firestone TOD Modified Land Use</b>	<b>Alternative 3: Slauson TOD Focused</b>
<b>Hazards and Hazardous Materials</b>				
Routine Transport, Storage, Production, Use, or Disposal	LS	LS (E)	LS (E)	LS (E)
Accident Conditions	LSM	LSM (E)	LSM (E)	LSM (E)
Sensitive Land Uses	LS	LS (E)	LS (E)	LS (E)
Hazardous Materials Site Listing	LSM	LSM (E)	LSM (E)	LSM (E)
Emergency Response Plan or Emergency Evacuation Plan	LS	LS (E)	LS (E)	LS (E)
<b>Hydrology and Water Quality</b>				
Water Quality Standards/Waste Discharge Requirements	LS	LS (E)	LS (E)	LS (E)
Groundwater Supplies and Recharge	LS	LS (E)	LS (E)	LS (E)
Alter Existing Drainage Pattern: Resulting in Erosion or Siltation	LS	LS (E)	LS (E)	LS (E)
Alter Existing Drainage Pattern: Resulting in Flooding	LS	LS (E)	LS (E)	LS (E)
Alter Existing Drainage Pattern: Resulting in Exceedance of Stormwater Drainage System Capacity	LSM	LSM (E)	LSM (E)	LSM (E)
Water Quality Control Plan or Sustainable Groundwater Management Plan	LS	LS (E)	LS (E)	LS (E)
<b>Land Use and Planning</b>				
Conflict with Applicable Plans, Policies, or Regulations	LS	LS (E)	LS (E)	LS (E)
<b>Noise</b>				
Noise Levels in Excess of Standards	LSM	LSM (E)	LSM (G)	LSM (L)
Excessive Ground-Borne Vibration	LSM	LSM (E)	LSM (G)	LSM (L)
<b>Population and Housing</b>				
Population Growth	LS	LS (E)	LS (E)	LS (E)
Displace People or Housing	LS	LS (E)	LS (E)	LS (E)
<b>Public Services</b>				
Fire Protection Services	LS	LS (L)	LS (E)	LS (L)
Police Protection Services	LS	LS (L)	LS (E)	LS (L)
School Facilities	LS	LS (L)	LS (E)	LS (L)
Library Facilities	LS	LS (L)	LS (E)	LS (L)

Environmental Issue	Proposed Project	Alternative 1: No Project/Development in Accordance with Existing Zoning	Alternative 2: Firestone TOD Modified Land Use	Alternative 3: Slauson TOD Focused
Other Public Facilities	NI	NI (E)	NI (E)	NI (E)
<b>Recreation</b>				
Increase Use of Recreational Facilities	LS	LS (L)	LS (E)	LS (E)
Recreational Facilities Physical Effect on the Environment	LS	LS (E)	LS (E)	LS (E)
Provision or Need for New or Physically Altered Parks	LS	LS (L)	LS (G)	LS (L)
<b>Transportation</b>				
Conflict with Program, Plan, Ordinance, or Policy Addressing the Circulation System	LS	LS (G)	LS (E)	LS (E)
Conflict/Inconsistent with CEQA Guidelines Section 15064.3, Subdivision(b)	LS	LS (G)	LS (E)	LS (E)
Hazards/Incompatible Uses	LS	LS (G)	LS (E)	LS (E)
Emergency Access	LS	LS (G)	LS (E)	LS (E)
<b>Tribal Cultural Resources</b>				
Listed or Eligible for Listing in the California Register of Historical Resources/Local Register of Historical Resources	LSM	LSM (E)	LSM (E)	LSM (E)
Resource Determined by the Lead Agency	LSM	LSM (E)	LSM (E)	LSM (E)
<b>Utilities and Service Systems</b>				
Water, Wastewater Treatment, Storm Water Drainage, Electric Power, Natural Gas, or Telecommunication Facilities	LSM	LSM (L)	LSM (G)	LSM (L)
Water Supplies	LSM	LSM (L)	LSM (G)	LSM (L)
Wastewater Treatment Capacity	LSM	LSM (L)	LSM (G)	LSM (L)
Solid Waste Standards	LS	LS (L)	LS (G)	LS (L)
Compliance with Solid Waste Regulations and Statutes	LS	LS (E)	LS (E)	LS (E)

Notes:

NI = No Impact

LS = Less than Significant

LSM = Less than Significant with Mitigation

SU = Significant and Unavoidable

(L) = Less than Project

(G) = Greater than Project

(E) = Equivalent to Project

### **4.5.1 Alternative 1: No Project/Development in Accordance with Existing Zoning**

The following discusses the impacts associated with the No Project Alternative (Development in Accordance with Existing Zoning) and Alternative 1, in comparison to the impacts of the proposed FFTOD Specific Plan.

#### **Aesthetics**

Under the No Project/Development in Accordance with Existing Zoning Alternative, fewer residential units and an increase in nonresidential uses would be implemented compared to the proposed project. Development under this alternative would not affect identified or designated scenic views or a scenic vista because neither exists in the project vicinity. Therefore, similar to the proposed project, the implementation of this alternative would not impact a scenic view or scenic vista.

Redevelopment of existing and/or new buildings would be designed based on the General Plan, broader transit oriented development goals of Los Angeles County, and the FFCP and overall development would not degrade the existing visual character of the highly urbanized Florence-Firestone community. As such, Alternative 1 would not substantially degrade the existing visual character or quality of public views of the Florence-Firestone community or its surroundings or conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts associated with this alternative related to scenic view or vista and visual character would be less than significant similar to the proposed project.

Development under this alternative would be similar to the proposed project and introduce new lighting and glare throughout the development such as streetlights, parking lots, signs, walkways, and large expanses of glazing (e.g., glass windows) and building materials (e.g., reflective metal treatments). However, the FFTOD Specific Plan Area is highly urbanized; new light and glare associated with Alternative 1 would be typical of the surrounding area and what is expected for an urban, transit-oriented community. Similar to the proposed project, this alternative would comply with the Los Angeles County Code and California Building Energy Efficiency Standards that would be checked by Los Angeles County through the development plan check process. Therefore, impacts associated with this alternative related to increased sources of light and glare would be less than significant similar to the proposed project.

#### **Air Quality**

The No Project/Development in Accordance with Existing Zoning Alternative would not result in changes to existing zoning. The regional emissions inventory for the SCAB is compiled by the SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on the local jurisdictions' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; "Connect SoCal"), compiled by SCAG to determine priority transportation projects and vehicle miles traveled (VMT) within the SCAG region. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan. Typically, only new or amended general plan elements, specific plans, and major

projects that have the potential to affect the regional population and employment forecasts need to undergo a consistency review.

Development under the existing General Plan would decrease development potential by 10,621 units but increase the amount of nonresidential use by 563,757 square feet. Project-related daily VMT and associated mobile-source emissions would not necessarily be reduced as opportunities for affordable housing, transit oriented development, active transportation, improved access to transit would not be as focused in the FFTOD Specific Plan Area. Furthermore, even though stationary-source emissions would be reduced because there would be less residential development, the increase in nonresidential development may neutralize the reduction. Therefore, Alternative 1 would not eliminate significant short- and long-term criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds and localized significance thresholds. However, it would be consistent with SCAQMD's AQMP since population and employment assumptions used to develop the regional emissions inventory in the latest AQMP are based on the existing General Plan. The implementation of project mitigation measures identified for the proposed project would not reduce mobile- and stationary-source emissions and criteria air pollutants from construction and operation activities and would still result in significant and unavoidable impacts related to air quality similar to the proposed project.

## **Cultural Resources**

Implementation of this alternative has the potential to result in demolition or modification of existing or future eligible state or local historic resources similar to the proposed project. The FFTOD Specific Plan Area includes five National Register of Historic Places eligible resources. There are also numerous residential and commercial buildings that are older than 50 years or buildings that could be older than 50 years prior to construction activities. With the implementation of measures similar to the project mitigation measures, potential impacts on historic resources would be reduced; however, because the measures describe a reduction of the impacts to the maximum extent practicable and not guarantee full mitigation, impacts to eligible historic resources could remain significant similar to the proposed project. Construction activities associated with this Alternative could unearth previously unknown and unrecorded archaeological and tribal cultural resources and potential paleontological resources that could be located in the subsurface older Quaternary deposits that are known to contain vertebrate fossils similar to the proposed project. The implementation of the mitigation measures identified for the proposed project would reduce potential archaeological and paleontological impacts associated with this alternative to less than significant similar to the proposed project.

## **Energy**

Operational transportation would be the greatest energy consuming factor associated with implementation of Alternative 1. Although Alternative 1 would provide for an increase in employment-generating land uses, it would result in fewer housing options and implement the existing land use and transportation planning strategies that would not reduce the demand for motor vehicle travel, and thereby would not minimize overall transportation energy (fuel) demands. Compliance with existing regulations and building codes, including Los Angeles County's Green Building Ordinance, would ensure that the proposed facilities under Alternative 1 would be energy efficient and thus would not be expected to cause inefficient, wasteful, or unnecessary consumption of energy nor would Alternative 1 conflict with or obstruct a State or



local plan for renewable energy or energy efficiency. Impacts would be less than significant similar to the proposed project.

### **Geology and Soils**

Implementation of development in accordance with this alternative would expose people and structures to strong seismic ground shaking. However, similar to the proposed project, conformance with the California Building Code (CBC) would reduce impacts to strong seismic ground shaking to the maximum extent possible under currently accepted engineering practices. Therefore, similar to the proposed project, this alternative would result in less than significant impacts related to exposing people or structures to strong seismic ground shaking. Construction and operational activities associated with this alternative could result in soil erosion or loss of top soil; however, compliance with the Construction General Permit, municipal separate storm sewer systems (MS4) Permit, and the County's Low Impact Development (LID) Standards would reduce soil erosion and loss of topsoil during construction and operational activities to less than significant similar to the proposed project. Development in the project area could also be exposed to geologic hazards; however, compliance with the CBC, Los Angeles County ordinances, and the Los Angeles County building code requirements would reduce potential hazards such as unstable soils, liquefaction, lateral spreading, settlement, subsidence, and collapse to less than significant similar to the proposed project.

### **Greenhouse Gases**

Alternative 1 would contribute to global climate change through direct and indirect emissions of greenhouse gases (GHG) from construction and operation of the land uses within the FFTOD Specific Plan Area. Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust-related GHG emissions and day-to-day activities associated with operation of the project would generate emissions from a variety of sources. This Alternative would result in fewer residential units, but would have more nonresidential square footage compared to the proposed project. The proposed project would exceed the local service population efficiency 2035 target and would result in a cumulative contribution to the long-term GHG emissions in the state. However, implementation of programmatic mitigation measures would reduce impacts to a less than significant level. Therefore, GHG emissions that would result from Alternative 1 would be less than significant with mitigation and would be similar to the implementation of the proposed project.

Similar to the proposed Project, this Alternative would not exceed the 2020 GHG threshold which would achieve the Assembly Bill (AB) 32 GHG reduction goals. In addition, this Alternative would be consistent with the California Air Resources Board (CARB) Scoping Plan and could be consistent with the SCAG SCS GHG emissions reduction policies. Therefore, similar to the proposed Project, this Alternative would result in less than significant impacts related to compliance with AB 32, CARB Scoping Plan, and the SCAG SCS GHG emissions reduction policies.

### **Hazards and Hazardous Materials**

Development in accordance with Alternative 1 would involve demolition and construction of new buildings that could include the use of substances such as paints, sealants, solvents, adhesives,

cleaners, and diesel fuel similar to the proposed project. There is potential for these materials to spill or to create hazardous conditions. However, the Alternative would be required to comply with existing regulations, including those set forth by the California Division of Occupational Safety and Health (Cal/OSHA), Los Angeles County Fire Department (LACoFD), U.S. Department of Transportation (USDOT), and the California Department of Transportation (Caltrans). Compliance with existing regulations would ensure that construction and operation activities of future development projects related to implementation under this Alternative would result in less than significant impacts related to posing substantial hazards to the public or the environment, similar to the proposed project.

Because of the age of buildings within the FFTOD Specific Plan Area and because the area has land uses that could generate a variety of potential sources of contamination, a variety of potential sources of contamination exists. Implementation of development in accordance with this Alternative could expose unknown soil contamination, disturb or uncover unidentified underground storage tanks (USTs), or expose or disturb asbestos containing asbestos-containing materials (ACMs) and lead-based paint (LBP) during construction activities, similar to the proposed project. Implementation of programmatic mitigation would reduce potential impacts related to accident conditions involving the release of hazardous materials into the environment to less than significant, similar to the proposed project.

Development in accordance with this Alternative would result in usage and storage of hazardous materials onsite and transportation of hazardous materials to and from the FFTOD Specific Plan Area, similar to existing conditions and the proposed project, which could emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing school. However, compliance with the regulatory requirements would reduce hazards from hazardous materials emissions and handling such that no substantial health risks to persons at the nearby schools would occur, and impacts would be less than significant similar to the proposed project.

Redevelopment of individual properties within the FFTOD Specific Plan Area under this Alternative could have unknown recognized environmental conditions related to soils, groundwater, and vapors/gases, and could be located on a hazardous materials site, similar to the proposed project. With the implementation of the project's programmatic mitigation measures, potential impacts on related to creating a significant hazard to the public or the environment would be reduced, similar to the proposed project.

Similar to the proposed project, this Alternative would result in construction traffic that could temporarily impede emergency access to and within the FFTOD Specific Plan Area. However, implementation of this Alternative is not anticipated to include any roadway changes and improvements that would result in inadequate emergency access, and impacts would be less than significant, similar to the proposed project.

## **Hydrology and Water Quality**

Development under Alternative 1 would include demolition and grading activities that could expose and loosen sediment and building materials that could mix with storm water and urban runoff. Because each individual project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) and implement a Stormwater Pollution Prevention Plan (SWPPP) if the project disturbs more than one acre, the potential for pollutants to substantially

degrade downstream surface water quality would be less than significant. Projects disturbing less than an acre of ground surface during construction would not be required to prepare a SWPPP, but would be required to implement the minimum best management practices (BMPs) required by the Los Angeles County MS4 Permit to prevent water quality degradation and therefore, impacts would be less than significant. Construction impacts related to water quality standards or waste discharge requirements from implementation of the Alternative would be less than significant, similar to the proposed project.

Operational activities associated with this Alternative would be required to meet MS4 Permit requirements through compliance with the County LID Standards Manual. Compliance with the MS4 Permit regulations would minimize pollutants being transported offsite into downstream receiving waters, and projects implemented in accordance with this Alternative would not violate water quality standards or waste discharge requirements, similar to the proposed project.

Similar to the proposed project, this Alternative includes infill and redevelopment and would increase population; thereby increase demand on water supplies. Because the water purveyors that serve the FFTOD Specific Plan Area have pumping rights to obtain their groundwater from the Central Groundwater Basin, compliance with the judgment that set pumping rights in the Basin would eliminate the potential for the water agencies to substantially impact groundwater supplies. Therefore, similar to the proposed project, the implementation of this Alternative would result in less than significant impacts on the Central Groundwater Basin from groundwater use. The FFTOD Specific Plan Area does not have much groundwater recharge potential, and this Alternative would not include excavation activities that would reach the existing groundwater level of approximately 160 to 200 feet below ground surface. Therefore, this Alternative would result in less than significant impacts to the existing groundwater levels similar to the proposed project.

Construction and operational activities associated with this Alternative would result in the potential for erosion and siltation impacts. However, construction activities would be required to implement BMPs required by the Construction General Permit, MS4 Permit regulations, and County Pollution Control Requirements for Construction Activities. Operational activities would be required to implement the Los Angeles County LID Standards Manual. With compliance with these regulations, the implementation of development in accordance with this Alternative would result in a less than significant erosion and siltation impact during construction and operational activities, similar to the proposed project.

Development in accordance with this Alternative would result in the generation of little to no increase in runoff to the existing drainage system because the majority of the site is developed and approximately 80 to 90 percent of the site is impervious. Although the FFTOD Specific Plan Area is completely developed, individual site-specific development project assessment would be required to address drainage and capacity needs, such that new development would not create or contribute to runoff water in excess of capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff. Implementation of the project's programmatic mitigation would be required. Therefore, similar to the proposed project, this Alternative would result in less than significant impacts on existing and planned storm drains. Furthermore, as stated above, this Alternative's compliance with NPDES requirements, County Stormwater Pollution Control Requirements for Construction Activities, and the requirements of the Los Angeles County LID Standards Manual would result in less than significant impacts related to the creation of polluted runoff, similar to the proposed project.

Development in accordance with this Alternative would be required to comply with the local water management plan, and therefore, would result in less than significant impacts related to conflict with a water quality control plan or sustainable groundwater management plan, similar to the proposed project.

### **Land Use and Planning**

Under this Alternative, the project area would not result in changes to existing zoning or land uses and would reduce the density and intensity of development as compared to the proposed project. Development in accordance with this Alternative would not include transit-oriented development that provides for cohesive development throughout the project area. With the absence of a Specific Plan, this Alternative would need to implement TOD features on a project-by-project basis which would not provide for a cohesive future land use plan that would maximize TOD land use and circulation opportunities. This alternative would not implement the pedestrian and bicycle circulation patterns identified in the proposed Specific Plan to improve access to the three LA Metro A (Blue) Line stations. In addition, this alternative would not implement SCAG policies to the extent that the proposed project is implementing these policies that encourage greater densities in areas with TOD opportunities and less dependence on the automobile. This alternative would, however, be consistent with the General Plan land uses, but would not achieve consistency with land use policies and goals to the same degree when compared to the proposed project. Because this Alternative would implement the County zoning for the project area, this Alternative would not conflict with the Zoning Ordinance. Therefore, this Alternative would result in less than significant impacts to conflicts with applicable plans, policies, and regulations similar to the proposed project.

### **Noise**

This Alternative would develop fewer housing units and more nonresidential square footage than the proposed project. The land uses (i.e., residential, mixed-use, and commercial uses) that would be implemented under this Alternative would be similar to those that would be implemented with the proposed project. Because this Alternative would result in fewer residential units, but more less nonresidential square feet compared to the proposed project, this Alternative may result in similar construction and operational noise levels as the proposed project. This alternative would likely exceed noise standards and potentially expose sensitive uses to significant ground-borne vibrations; however, this alternative's significant noise and vibration impacts would be reduced to less than significant with the implementation of the project's programmatic mitigation measures similar to the proposed project.

### **Population and Housing**

Under this Alternative, 10,621 fewer residential units and 563,757 additional square feet of nonresidential space than buildout of the proposed FFTOD Specific Plan would occur. The decrease in residential and increase in employment population that would be generated by this Alternative would be consistent with the SCAG growth forecasts for the site. The increase in population that would be generated by the proposed Project would also be consistent with SCAG forecasts. With the increase in jobs in the FFTOD Specific Plan Area under this Alternative, the majority of the jobs created within the area would be skilled or managerial, and a majority of these jobs are expected to be filled by persons outside of the area similar to the proposed project. Jobs

are anticipated to be filled by people within Los Angeles County due to the accessibility to the three Metro Stations and multiple freeways, and the larger available labor force within Los Angeles County. Therefore, the implementation of this Alternative would not substantially increase residential and employment population growth, and therefore, impacts would be less than significant similar to the proposed project.

## **Public Services**

Under this Alternative, 10,621 fewer residential units and 563,757 additional square feet of nonresidential space than buildout of the proposed FFTOD Specific Plan would occur. The County fire stations serving the FFTOD Specific Plan Area could increase staffing and equipment required for buildout of this Alternative, but it would be to a lesser degree when compared to the proposed project. This increase in staffing and equipment is expected to occur by utilizing the existing fire stations. Development in accordance with this Alternative as well as the proposed project would be accommodated by the existing fire stations without altering the existing facilities. Therefore, physical impacts to the environment related to the development of or expansion of fire department facilities would not occur.

Development of this Alternative would increase the need for additional officers to respond to additional calls for sheriff services, but to a lesser degree when compared to the proposed project. Development under this Alternative is expected to require additional officers that could be accommodated at existing Sheriff Department facilities. The demand for additional officers under this Alternative would not require the alteration of existing sheriff facilities. Therefore, physical impacts to the environment related to the development of or expansion of sheriff department facilities would not occur.

This Alternative would increase the number of students in the FFTOD Specific Plan Area, but to a lesser degree when compared to the proposed project. The additional students would result in less than significant impacts to school facilities as the proposed project.

Under this Alternative, 10,621 fewer units would be implemented, resulting in a decreased population of 34,351 people, compared to the proposed project. This decreased population would also result in a decreased demand for parks and recreation, library, and other public facilities. This Alternative would not require new or altered parks and recreation, library, and other public facilities similar to the proposed project. Therefore, the implementation of this Alternative would result in no impacts caused by construction impacts associated with new or altered parks and recreation, library, and other public facilities.

## **Recreation**

Under this Alternative, 10,621 fewer units would be implemented, resulting in a decreased population of 34,351 people, compared to the proposed project. This decreased population would also result in a decreased demand for and use of recreational facilities compared to the proposed project. The FFTOD Specific Plan Area is almost entirely built out with urban uses, and there is very little vacant unincorporated land that could be developed as parkland to serve the Florence-Firestone community. Thus, it is expected that residential developments would likely be required to pay in-lieu fees rather than dedicate parkland. Alternatively, developments would be required to be designed to incorporate open space in accordance with the requirements of this Alternative.

Therefore, less than the proposed project, this Alternative would result in less than significant impacts related to the need to construct new or physically alter recreational facilities.

Similar to the proposed project, there is no specific zone pertaining to park or open space uses under this Alternative. Buildout of this Alternative would include pedestrian and bicycle infrastructure for mobility improvements, similar to the proposed project, and would be constructed in accordance with all relevant design standards and Los Angeles County Code. No other recreational facilities would be included under this Alternative. Similar to the proposed project, this Alternative would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and the impact would be less than significant.

The implementation of this Alternative would result in less development and residential population compared to the proposed project, resulting in decreased demand for parks and recreational facilities. Less than the proposed project, this Alternative would not require new or altered parks and recreation facilities. Therefore, the implementation of this Alternative would result in less than significant impacts caused by construction impacts associated with new or altered parks and recreational facilities.

## **Transportation**

Buildout of the Existing General Plan without the proposed Specific Plan would result in 10,621 fewer residential units but 563,757 additional square feet of nonresidential development. Development under the existing General Plan also would not take into account the TOD-focused nature of the proposed project; therefore, this Alternative would not complement the goals, policies, and programs addressing the safety or performance of the circulation system (including transit, roadways, bicycle lanes, and pedestrian paths) when compared to the proposed project, which include the Connect SoCal (the SCAG RTP/SCS), the Florence-Firestone Community Plan, the Los Angeles County General Plan Mobility Element, the Los Angeles County Bicycle Master Plan, and Step by Step Los Angeles County.

Additionally, this alternative would not implement a number of beneficial elements that would occur under the proposed project, including enhancements to the Specific Plan area's mobility and streetscape and complete streets network. The FFTOD Specific Plan includes a number of goals and policies and development standards that would enhance the project area's transportation system for vehicles, pedestrians, bicyclists, and transit users that the existing General Plan does not address. As such, Alternative 1 would have a higher total daily VMT per service population than the proposed project. Additionally, Alternative 1 would not introduce new design hazards or incompatible uses at intersections or along roadway segments or result in inadequate emergency access. Overall transportation and traffic impacts would be less than significant, but impacts with respect to the circulation system, VMT per service population, land use compatibility/mobility, and access would be greater than the proposed project.

## **Tribal Cultural Resources**

Construction activities associated with this Alternative could unearth previously unknown and unrecorded archaeological and tribal cultural resources similar to the proposed project. The implementation of the programmatic mitigation measures identified for the proposed project would

reduce potential tribal cultural impacts associated with this alternative to less than significant similar to the proposed project.

### **Utilities and Service Systems**

Buildout of the Alternative 1 would result in 10,621 fewer residential units but 563,757 additional square feet of nonresidential development. The decrease in residential density would result in decreased demand for potential wastewater and water usage including potable water and fire prevention demand, electricity, natural gas, telecommunications, and solid waste services; however, the increase in nonresidential uses would offset some of the reduction in potential demands. Additionally, this Alternative would generate little increase in runoff to the existing drainage system because the area is completely developed, and projects would be required to incorporate LID practices. With the implementation of the programmatic mitigation measures identified for the proposed project, impacts to utilities and service systems associated with this Alternative would be less than significant, and would be less than the proposed project.

### **Conclusion**

Potential impacts associated with the implementation of development under Alternative 1 are compared to the potential impacts of development in accordance with the proposed FFTOD Specific Plan. Alternative 1 would reduce impacts to public services, recreation, and utilities and service systems. Impacts to transportation would be greater and impacts to aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, and tribal cultural resources would be similar. Significant and unavoidable impacts to air quality and historical resources would remain. The alternative would result in an additional significant and unavoidable impact related to the conflict with programs, plans, ordinance, or policy addressing the circulation system.

The implementation of this alternative would result in less environmental impacts compared to the proposed project and would not be able to achieve as many of the project objectives as the FFTOD Specific Plan. This alternative would not result in changes to existing zoning or meet the objectives of enabling more opportunities for affordable housing, encourage transit oriented development and promote active transportation, improve access to the three LA Metro A (Blue) Line Stations (Slauson, Florence, and Firestone), or reduce vehicle miles traveled because these improvements would not be comprehensively and cohesively implemented in accordance with a uniform design guideline such as the proposed FFTOD Specific Plan.

## **4.5.2 Alternative 2: Firestone TOD Modified Land Use**

The impacts associated with Alternative 2, Firestone TOD Modified Land Use, in comparison to the impacts of the proposed Specific Plan are described below.

### **Aesthetics**

Under the Firestone TOD Modified Land Use Alternative, an additional 64 residential units and 48,595 nonresidential square feet would be implemented compared to the proposed project. However, development under this alternative would not affect identified or designated scenic views or a scenic vista because neither exists in the project vicinity. Therefore, similar to the

proposed project, the implementation of this alternative would not impact a scenic view or scenic vista.

Development under this alternative would result in expanded implementation of RLM-2 and RM zoning in the Firestone TOD south of Nadeau Street. Even with increased zoning under this alternative, redevelopment of existing and/or new buildings would be consistent with and provide a framework for implementing the goals, land uses, and policies based on the General Plan, broader transit oriented development goals of Los Angeles County, and the FFCP. Overall development would not degrade the existing visual character of the highly urbanized Florence-Firestone community. As such, Alternative 2 would not substantially degrade the existing visual character or quality of public views of the Florence-Firestone community or its surroundings or conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts associated with this alternative related to scenic view or vista and visual character would be less than significant similar to the proposed project.

Development under this alternative would be similar to the proposed project and introduce new lighting and glare throughout the development such as streetlights, parking lots, signs, walkways, and large expanses of glazing (e.g., glass windows) and building materials (e.g., reflective metal treatments). However, the FFTOD Specific Plan Area is highly urbanized; new light and glare associated with Alternative 2 would be typical of the surrounding area and what is expected for an urban, transit-oriented community. Similar to the proposed project, this alternative would comply with the Los Angeles County Code and California Building Energy Efficiency Standards that would be checked by Los Angeles County through the development plan check process. Therefore, impacts associated with this alternative related to increased sources of light and glare would be less than significant similar to the proposed project.

### **Air Quality**

Alternative 2 would result in an additional 64 residential units and 48,595 nonresidential square feet to allow for expanded density through the implementation of RLM-2 and RM zoning in the Firestone TOD south of Nadeau Street. This increase in proposed development would increase project-related VMT and associated mobile-source emissions. Thus, construction and operational emissions would still exceed SCAQMD's regional significance thresholds. Similarly, this alternative would not be consistent with the SCAQMD's AQMP since population and employment assumptions used to develop the regional emissions inventory in the latest AQMP are based on the existing General Plan, which has a further reduced development potential compared to this alternative. Therefore, impacts associated with this alternative related to air quality would be significant and unavoidable greater than the proposed project.

### **Cultural Resources**

Implementation of Alternative 2 has the potential to result in demolition or modification of existing or future eligible state or local historic resources similar to the proposed Project. The FFTOD Specific Plan Area includes five NRHP eligible resources. There are also numerous residential and commercial buildings that are older than 50 years or buildings that could be older than 50 years prior to construction activities. With the implementation of the Project programmatic mitigation measures, potential impacts on historic resources would be reduced; however, because the measures describe a reduction of the impacts to the maximum extent practicable and not guarantee



full mitigation, impacts to eligible historic resources could remain significant and unavoidable, similar to the proposed Project.

Construction activities associated with this Alternative could unearth previously unknown and unrecorded archaeological resources and potential paleontological resources that could be located in the subsurface older Quaternary deposits that are known to contain vertebrate fossils, similar to the proposed Project. The implementation of the mitigation measures identified for the proposed Project would reduce potential archaeological and paleontological impacts associated with this Alternative to less than significant similar to the proposed project.

## **Energy**

Alternative 2 would provide for an increase in employment-generating land uses, encourage a range of housing options, and implement land use and transportation planning strategies that would reduce the demand for motor vehicle travel, and thereby minimize overall transportation energy (fuel) demands. Compliance with existing regulations and building codes, including Los Angeles County's Green Building Ordinance, would ensure that the proposed facilities under Alternative 2 would be energy efficient and thus would not be expected to cause inefficient, wasteful, or unnecessary consumption of energy nor would Alternative 2 conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant similar to the proposed project.

## **Geology and Soils**

Implementation of development in accordance with this Alternative would expose people and structures to strong seismic ground shaking. However, similar to the proposed Project, conformance with the CBC would reduce impacts to strong seismic ground shaking to the maximum extent possible under currently accepted engineering practices. Therefore, similar to the proposed Project, this Alternative would result in less than significant impacts related to exposing people or structures to strong seismic ground shaking. Construction and operational activities associated with this Alternative could result in soil erosion or loss of top soil; however, compliance with the Construction General Permit, MS4 Permit, and the County's LID Standards would reduce soil erosion and loss of topsoil during construction and operational activities to less than significant similar to the proposed Project. Development in the project area could also be exposed to geologic hazards; however, compliance with the CBC, Los Angeles County ordinances, and the Los Angeles County building code requirements would reduce potential hazards such as unstable soils, liquefaction, lateral spreading, settlement, subsidence, and collapse to less than significant similar to the proposed project.

## **Greenhouse Gases**

Alternative 2 would contribute to global climate change through direct and indirect emissions of GHG from construction and operation of the land uses within the FFTOD Specific Plan Area. Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust-related GHG emissions and day-to-day activities associated with operation of the project would generate emissions from a variety of sources. This Alternative would result in more residential units and nonresidential square footage compared to the proposed project. The proposed project would exceed the local service population efficiency

2035 target and would result in a cumulative contribution to the long-term GHG emissions in the state. However, implementation of programmatic mitigation measures would reduce impacts to a less than significant level. Therefore, GHG emissions that would result from Alternative 2 would be less than significant with mitigation but would be greater than the implementation of the proposed project.

Similar to the proposed Project, this Alternative would not exceed the 2020 GHG threshold which would achieve the AB 32 GHG reduction goals. In addition, this Alternative would be consistent with the CARB Scoping Plan and could be consistent with the SCAG SCS GHG emissions reduction policies. Therefore, similar to the proposed Project, this Alternative would result in less than significant impacts related to compliance with AB 32, CARB Scoping Plan, and the SCAG SCS GHG emissions reduction policies.

### **Hazards and Hazardous Materials**

Development in accordance with Alternative 2 would involve demolition and construction of new buildings that could include the use of substances such as paints, sealants, solvents, adhesives, cleaners, and diesel fuel similar to the proposed project. There is potential for these materials to spill or to create hazardous conditions. However, Alternative 2 would be required to comply with existing regulations, including those set forth by Cal/OSHA, LACoFD, USDOT, and Caltrans. Compliance with existing regulations would ensure that construction and operation activities of future development projects related to implementation under this Alternative would result in less than significant impacts related to posing substantial hazards to the public or the environment, similar to the proposed project.

Because of the age of buildings within the FFTOD Specific Plan Area and because the area has land uses that could generate a variety of potential sources of contamination, a variety of potential sources of contamination exists. Implementation of development in accordance with this Alternative could expose unknown soil contamination, disturb or uncover unidentified USTs, or expose or disturb asbestos containing ACMs and LBP during construction activities, similar to the proposed Project. Implementation of the project's programmatic mitigation would reduce potential impacts related to accident conditions involving the release of hazardous materials into the environment to less than significant, similar to the proposed project.

Development in accordance with this Alternative would result in usage and storage of hazardous materials onsite and transportation of hazardous materials to and from the FFTOD Specific Plan Area, similar to existing conditions and the proposed project, which could emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing school. However, compliance with the regulatory requirements would reduce hazards from hazardous materials emissions and handling such that no substantial health risks to persons at the nearby schools would occur, and impacts would be less than significant similar to the proposed project.

Redevelopment of individual properties within the FFTOD Specific Plan Area under this Alternative could have unknown recognized environmental conditions related to soils, groundwater, and vapors/gases, and could be located on a hazardous materials site, similar to the proposed project. With the implementation of the project's programmatic mitigation measures, potential impacts on related to creating a significant hazard to the public or the environment would be reduced, similar to the proposed project.

Similar to the proposed project, this Alternative would result in construction traffic that could temporarily impede emergency access to and within the FFTOD Specific Plan Area. However, implementation of this Alternative is not anticipated to include any roadway changes and improvements that would result in inadequate emergency access, and impacts would be less than significant, similar to the proposed project.

### **Hydrology and Water Quality**

Development under Alternative 2 would include demolition and grading activities that could expose and loosen sediment and building materials that could mix with storm water and urban runoff. Because each individual project would be required to comply with the NPDES and implement a SWPPP if the project disturbs more than one acre, the potential for pollutants to substantially degrade downstream surface water quality would be less than significant. Projects disturbing less than an acre of ground surface during construction would not be required to prepare a SWPPP, but would be required to implement the minimum BMPs required by the Los Angeles County MS4 Permit to prevent water quality degradation and therefore, impacts would be less than significant. Construction impacts related to water quality standards or waste discharge requirements from implementation of the Alternative would be less than significant, similar to the proposed project.

Operational activities associated with this Alternative would be required to meet MS4 Permit requirements through compliance with the County LID Standards Manual. Compliance with the MS4 Permit regulations would minimize pollutants being transported offsite into downstream receiving waters, and projects implemented in accordance with this Alternative would not violate water quality standards or waste discharge requirements, similar to the proposed project.

Similar to the proposed project, this Alternative includes infill and redevelopment and would increase population; thereby increase demand on water supplies. Because the water purveyors that serve the FFTOD Specific Plan Area have pumping rights to obtain their groundwater from the Central Groundwater Basin, compliance with the judgment that set pumping rights in the Basin would eliminate the potential for the water agencies to substantially impact groundwater supplies. Therefore, similar to the proposed project, the implementation of this Alternative would result in less than significant impacts on the Central Groundwater Basin from groundwater use. The FFTOD Specific Plan Area does not have much groundwater recharge potential, and this Alternative would not include excavation activities that would reach the existing groundwater level of approximately 160 to 200 feet below ground surface. Therefore, this Alternative would result in less than significant impacts to the existing groundwater levels similar to the proposed project.

Construction and operational activities associated with this Alternative would result in the potential for erosion and siltation impacts. However, construction activities would be required to implement BMPs required by the Construction General Permit, MS4 Permit regulations, and County Pollution Control Requirements for Construction Activities. Operational activities would be required to implement the Los Angeles County LID Standards Manual. With compliance with these regulations, the implementation of development in accordance with this Alternative would result in a less than significant erosion and siltation impact during construction and operational activities, similar to the proposed project.

Development in accordance with this Alternative would result in the generation of little to no increase in runoff to the existing drainage system because the majority of the site is developed and approximately 80 to 90 percent of the site is impervious. Although the FFTOD Specific Plan Area is completely developed, individual site-specific development project assessment would be required to address drainage and capacity needs, such that new development would not create or contribute to runoff water in excess of capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff. Implementation of the project's programmatic mitigation would be required. Therefore, similar to the proposed project, this Alternative would result in less than significant impacts on existing and planned storm drains. Furthermore, as stated above, this Alternative's compliance with NPDES requirements, County Stormwater Pollution Control Requirements for Construction Activities, and the requirements of the Los Angeles County LID Standards Manual would result in less than significant impacts related to the creation of polluted runoff, similar to the proposed project.

Development in accordance with this Alternative would be required to comply with the local water management plan, and therefore, would result in less than significant impacts related to conflict with a water quality control plan or sustainable groundwater management plan, similar to the proposed project.

### **Land Use and Planning**

Under this Alternative, the project area would increase the density and intensity of development as well as the presence of pedestrians throughout the area. Development in accordance with this Alternative includes transit-oriented development that provides for cohesive development throughout the project area similar to the proposed project. This alternative would implement the pedestrian and bicycle circulation patterns identified in the proposed Specific Plan to improve access to the three LA Metro A (Blue) Line stations. In addition, this alternative would implement SCAG policies that encourage greater densities in areas with TOD opportunities and less dependence on the automobile. This alternative would, however, not be consistent with the General Plan land uses similar to the proposed project. Overall, this Alternative would result in less than significant impacts related to land use policies similar to the proposed project. Because the proposed Specific Plan would implement the County's plans and planning concepts of implementing a TOD in the project area, this Alternative, similar to the proposed project, would result in less than significant environmental impacts related to consistency with establish development regulations.

### **Noise**

This Alternative would result in more development compared to the proposed project. The land uses that would be implemented under this Alternative would be similar to those that would be implemented with the proposed project. These land uses include residential, mixed-use, and commercial uses. Because this Alternative would result in more residential units and more nonresidential square feet compared to the proposed project, this Alternative would result in more construction and operational noise levels. This alternative would exceed noise standards and potentially expose sensitive uses to significant ground-borne vibrations. These potential noise and vibration impacts would be greater than the proposed project's impacts; however, this alternative's significant noise and vibration impacts would be reduced to less than significant with the implementation of the project's programmatic mitigation measures.

## Population and Housing

Under this Alternative, 64 more residential units and 48,595 additional square feet of nonresidential space than buildout of the proposed FFTOD Specific Plan would occur. The increase in population that would be generated by this Alternative would not be within the SCAG growth forecasts for the FFTOD Specific Plan area similar to the proposed project. With the increase in jobs in the FFTOD Specific Plan area under this Alternative, the majority of the jobs created would be skilled or managerial, and a majority of these jobs are expected to be filled by persons outside of the project area similar to the proposed project. Jobs are anticipated to be filled by people within Los Angeles County due to the accessibility to the three Metro Stations and multiple freeways, and the larger available labor force within Los Angeles County. Therefore, the implementation of this Alternative would not substantially increase residential and employment population growth, and therefore, impacts would be less than significant similar to the proposed project.

## Public Services

Under this Alternative, 64 more residential units and 48,595 additional square feet of nonresidential space than buildout of the proposed FFTOD Specific Plan would occur. Although this Alternative would have slightly more development compared to the proposed project, the County fire stations serving the FFTOD Specific Plan Area could increase staffing and equipment required for buildout of this Alternative similar to the proposed project. This increase in staffing and equipment is expected to occur by utilizing the existing fire stations. Development in accordance with this Alternative as well as the proposed project would be accommodated by the existing fire stations without altering the existing facilities. Therefore, physical impacts to the environment related to the development of or expansion of fire department facilities would not occur.

Development of this Alternative would increase the need for additional officers to respond to additional calls for sheriff services. The increase in additional officers would be slightly more than required for the proposed project. Development under this Alternative is expected to require additional officers that could be accommodated at existing Sheriff Department facilities. The demand for additional officers under this Alternative would not require the alteration of existing sheriff facilities. Therefore, physical impacts to the environment related to the development of or expansion of sheriff department facilities would not occur.

This Alternative would increase the number of students in the FFTOD Specific Plan Area, and this increase would be slightly more than the increase anticipated under the proposed project. Although slightly more students would be generated under this Alternative, the additional students would result in similar less than significant impacts to school facilities as the proposed project.

Implementation of this Alternative would increase the population in the project area and thereby increase a demand for parks and recreation, library, and other public facilities. Although this Alternative would result in slightly greater population compared to the proposed project, this Alternative would also not require new or altered parks and recreation, library, and other public facilities similar to the proposed project. Therefore, the implementation of this Alternative would result in no impacts caused by construction impacts associated with new or altered parks and recreation, library, and other public facilities.

## Recreation

Under this Alternative, 64 more units would be implemented, resulting in an increased population of 885 people, compared to the proposed project. This increased population would also result in an increased demand for and use of recreational facilities. The FFTOD Specific Plan Area is almost entirely built out with urban uses, and there is very little vacant unincorporated land that could be developed as parkland to serve the Florence-Firestone community. Thus, it is expected that residential developments would likely be required to pay in-lieu fees rather than dedicate parkland. Alternatively, developments would be required to be designed to incorporate open space in accordance with the requirements of this Alternative. Therefore, similar to the proposed project, this Alternative would result in less than significant impacts related to the need to construct new or physically alter recreational facilities.

Similar to the proposed project, there is no specific zone pertaining to park or open space uses under this Alternative. Buildout of this Alternative would include pedestrian and bicycle infrastructure for mobility improvements, similar to the proposed project, and would be constructed in accordance with all relevant design standards and Los Angeles County Code. No other recreational facilities would be included under this Alternative. Similar to the proposed project, this Alternative would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and the impact would be less than significant.

The implementation of this Alternative would result in slightly more development and residential population compared to the proposed project, which would thereby increase the demand for parks and recreational facilities. Although this Alternative would result in slightly greater population compared to the proposed project, this Alternative would not require new or altered parks and recreation facilities similar to the proposed project. Therefore, the implementation of this Alternative would result in less than significant impacts caused by construction impacts associated with new or altered parks and recreational facilities.

## Transportation

Buildout of Alternative 2 would result in 64 additional residential units and 48,595 additional square feet of nonresidential development. This Alternative would allow for expanded density through the implementation of RLM-2 and RM zoning in the Firestone TOD south of Nadeau Street and take into account the TOD-nature of the proposed project. Therefore, this Alternative would not conflict with the goal, policies, and programs addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths which include the Connect SoCal (the SCAG RTP/SCS), the Florence-Firestone Community Plan, the Los Angeles County General Plan Mobility Element, the Los Angeles County Bicycle Master Plan, and Step by Step Los Angeles County.

Additionally, this alternative would implement a number of beneficial elements that would occur under the proposed project, including enhancements to the Specific Plan area's mobility and streetscape and complete streets network. The FFTOD Specific Plan includes a number of goals and policies and development standards that would enhance the project area's transportation system for vehicles, pedestrians, bicyclists, and transit users that Alternative 2 would also address. Alternative 2 would have a similar total daily VMT per service population as the proposed project.

Additionally, Alternative 2 would not introduce new design hazards or incompatible uses at intersections or along roadway segments or result in inadequate emergency access. Thus, overall transportation and traffic impacts would be similar to the proposed project and result in less than significant impacts.

### **Tribal Cultural Resources**

Construction activities associated with this Alternative could unearth previously unknown and unrecorded archaeological and tribal cultural resources similar to the proposed project. The implementation of the programmatic mitigation measures identified for the proposed project would reduce potential tribal cultural impacts associated with this alternative to less than significant similar to the proposed project.

### **Utilities and Service Systems**

Buildout of the Alternative 2 would result in 64 additional residential units and 48,595 additional square feet of nonresidential development. The increase in residential density would result in increased demand for potential wastewater and water usage including potable water and fire prevention demand, electricity, natural gas, telecommunications, and solid waste services. Additionally, this Alternative would generate little increase in runoff to the existing drainage system because the area is completely developed, and projects would be required to incorporate LID practices. With the implementation of the programmatic mitigation measures identified for the proposed project, impacts to utilities and service systems associated with this Alternative would be less than significant, and would be greater than the proposed project.

### **Conclusion**

Potential impacts associated with the implementation of development under Alternative 2 are compared to the potential impacts of development in accordance with the proposed FFTOD Specific Plan. Alternative 2 would not reduce any impacts and would have greater impacts to air quality, greenhouse gases, noise, recreation, and utilities and service systems. Impacts to aesthetics, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, transportation, and tribal cultural resources would be similar. Significant and unavoidable impacts to air quality and historical resources would remain.

The implementation of this Alternative would result in slightly greater environmental impacts compared to the proposed Project. This Alternative would meet all of the objectives of the proposed project including the provision of a transit-oriented development in the project area and provision of an attractive environment for pedestrian, bicyclists, LA Metro riders, and local transit users through streetscape improvements and would allow for expanded density through the implementation of RLM-2 and RM zoning in the Firestone TOD south of Nadeau Street.

### **4.5.3 Alternative 3: Slauson TOD Focused**

The impacts associated with Alternative 3, Slauson TOD Focused, in comparison to the impacts of the proposed Specific Plan are described below.

## Aesthetics

Under the Slauson TOD Focused Alternative, 2,684 fewer residential units and a decrease in nonresidential uses by 327,859 square feet would be implemented compared to the proposed project. However, development under this alternative would not affect identified or designated scenic views or a scenic vista because neither exists in the project vicinity. Therefore, similar to the proposed project, the implementation of this alternative would not impact a scenic view or scenic vista.

Development under this alternative would limit all land use and zoning changes of the proposed FFTOD Specific Plan to the Slauson TOD area and rezoning to implement the Housing Element Update RHNA sites. Redevelopment of existing and/or new buildings would be consistent with and provide a framework for implementing the goals, land uses, and policies based on the General Plan, broader transit oriented development goals of Los Angeles County, and the FFCP. Overall development would not degrade the existing visual character of the highly urbanized Florence-Firestone community. As such, Alternative 3 would not substantially degrade the existing visual character or quality of public views of the Florence-Firestone community or its surroundings or conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts associated with this alternative related to scenic view or vista and visual character would be less than significant similar to the proposed project.

Development under this alternative would be similar to the proposed project and introduce new lighting and glare throughout the development such as streetlights, parking lots, signs, walkways, and large expanses of glazing (e.g., glass windows) and building materials (e.g., reflective metal treatments). However, the FFTOD Specific Plan Area is highly urbanized; new light and glare associated with Alternative 3 would be typical of the surrounding area and what is expected for an urban, transit-oriented community. Similar to the proposed project, this alternative would comply with the Los Angeles County Code and California Building Energy Efficiency Standards that would be checked by Los Angeles County through the development plan check process. Therefore, impacts associated with this alternative related to increased sources of light and glare would be less than significant similar to the proposed project.

## Air Quality

Alternative 3 would limit all land use and zoning changes of the proposed FFTOD Specific Plan to the Slauson TOD area and rezoning to implement the Housing Element Update RHNA sites resulting in 2,684 fewer residential units and a decrease in nonresidential uses by 327,859 square feet. This decrease in proposed development would further decrease project-related VMT and associated mobile-source emissions. However, construction and operational emissions would still exceed SCAQMD's regional significance thresholds. Similarly, this alternative would not be consistent with the SCAQMD's AQMP since population and employment assumptions used to develop the regional emissions inventory in the latest AQMP are based on the existing General Plan, which has a further reduced development potential compared to this alternative. Therefore, impacts associated with this alternative related to air quality would be significant and unavoidable less than the proposed project.



## Cultural Resources

Implementation of Alternative 3 has the potential to result in demolition or modification of existing or future eligible state or local historic resources similar to the proposed Project. Because less development would occur under this Alternative compared to the proposed project, this Alternative would result in less potential impacts on eligible historic resources. There are also numerous residential and commercial buildings that are older than 50 years or buildings that could be older than 50 years prior to construction activities. With the implementation of the Project mitigation measures, potential impacts on historic resources would be reduced; however, because the measures describe a reduction of the impacts to the maximum extent practicable and not guarantee full mitigation, impacts to eligible historic resources could remain significant and unavoidable, similar to the proposed Project. However, because there would be less development associated with this Alternative, this Alternative would result in less impacts on existing or future eligible historic resources.

Construction activities associated with this Alternative would occur for fewer development than the proposed project; however, could still unearth previously unknown and unrecorded archaeological resources and potential paleontological resources that could be located in the subsurface older Quaternary deposits that are known to contain vertebrate fossils. The implementation of the programmatic mitigation measures identified for the proposed Project would reduce potential archaeological and paleontological impacts associated with Alternative 3 to less than significant, but would result in less impacts than the proposed project.

## Energy

Alternative 3 would reduce housing and employment-generating land uses and focus development to the Slauson TOD area which would reduce the demand for motor vehicle travel, and thereby minimize overall transportation energy (fuel) demands. Compliance with existing regulations and building codes, including Los Angeles County's Green Building Ordinance, would ensure that the proposed facilities under Alternative 3 would be energy efficient and thus would not be expected to cause inefficient, wasteful, or unnecessary consumption of energy nor would Alternative 3 conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant, similar to the proposed project.

## Geology and Soils

Implementation of development in accordance with Alternative 3 would expose people and structures to strong seismic ground shaking. However, similar to the proposed Project, conformance with the CBC would reduce impacts to strong seismic ground shaking to the maximum extent possible under currently accepted engineering practices. Therefore, similar to the proposed Project, this Alternative would result in less than significant impacts related to exposing people or structures to strong seismic ground shaking. Construction and operational activities associated with this Alternative could result in soil erosion or loss of top soil; however, compliance with the Construction General Permit, MS4 Permit, and the County's LID Standards would reduce soil erosion and loss of topsoil during construction and operational activities to less than significant similar to the proposed Project. Development in the project area could also be exposed to geologic hazards; however, compliance with the CBC, Los Angeles County ordinances, and the Los Angeles County building code requirements would reduce potential hazards such as unstable soils,

liquefaction, lateral spreading, settlement, subsidence, and collapse to less than significant similar to the proposed Project.

### **Greenhouse Gases**

Alternative 3 would contribute to global climate change through direct and indirect emissions of GHG from construction and operation of the land uses within the FFTOD Specific Plan Area. Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust-related GHG emissions and day-to-day activities associated with operation of the project would generate emissions from a variety of sources. This Alternative would result in fewer residential units and nonresidential square footage compared to the proposed project. The proposed project would exceed the local service population efficiency 2035 target and would result in a cumulative contribution to the long-term GHG emissions in the state. However, implementation of programmatic mitigation measures would reduce impacts to a less than significant level. Therefore, GHG emissions that would result from Alternative 3 would be less than significant with mitigation but would be less than the implementation of the proposed project.

Similar to the proposed Project, this Alternative would not exceed the 2020 GHG threshold which would achieve the AB 32 GHG reduction goals. In addition, this Alternative would be consistent with the CARB Scoping Plan and could be consistent with the SCAG SCS GHG emissions reduction policies. Therefore, similar to the proposed Project, this Alternative would result in less than significant impacts related to compliance with AB 32, CARB Scoping Plan, and the SCAG SCS GHG emissions reduction policies.

### **Hazards and Hazardous Materials**

Development in accordance with Alternative 3 would involve demolition and construction of new buildings that could include the use of substances such as paints, sealants, solvents, adhesives, cleaners, and diesel fuel similar to the proposed project. There is potential for these materials to spill or to create hazardous conditions. However, the Alternative would be required to comply with existing regulations, including those set forth by Cal/OSHA, LACoFD, USDOT, and Caltrans. Compliance with existing regulations would ensure that construction and operation activities of future development projects related to implementation under this Alternative would result in less than significant impacts related to posing substantial hazards to the public or the environment, similar to the proposed project.

Because of the age of buildings within the FFTOD Specific Plan Area and because the area has land uses that could generate a variety of potential sources of contamination, a variety of potential sources of contamination exists. Implementation of development in accordance with this Alternative could expose unknown soil contamination, disturb or uncover unidentified USTs, or expose or disturb asbestos containing ACMs and LBP during construction activities, similar to the proposed project. Implementation of the project's programmatic mitigation would reduce potential impacts related to accident conditions involving the release of hazardous materials into the environment to less than significant, similar to the proposed project.

Development in accordance with this Alternative would result in usage and storage of hazardous materials onsite and transportation of hazardous materials to and from the FFTOD Specific Plan Area, similar to existing conditions and the proposed project, which could emit hazardous

emissions or handle hazardous materials within one-quarter mile of an existing school. However, compliance with the regulatory requirements would reduce hazards from hazardous materials emissions and handling such that no substantial health risks to persons at the nearby schools would occur, and impacts would be less than significant similar to the proposed project.

Redevelopment of individual properties within the FFTOD Specific Plan Area under this Alternative could have unknown recognized environmental conditions related to soils, groundwater, and vapors/gases, and could be located on a hazardous materials site, similar to the proposed project. With the implementation of the project mitigation measures, potential impacts on related to creating a significant hazard to the public or the environment would be reduced, similar to the proposed project.

Similar to the proposed project, Alternative 3 would result in construction traffic that could temporarily impede emergency access to and within the FFTOD Specific Plan Area. However, implementation of Alternative 3 is not anticipated to include any roadway changes and improvements that would result in inadequate emergency access, and impacts would be less than significant, similar to the proposed project.

### **Hydrology and Water Quality**

Development under Alternative 3 would include demolition and grading activities that could expose and loosen sediment and building materials that could mix with storm water and urban runoff. Because each individual project would be required to comply with the NPDES and implement a SWPPP if the project disturbs more than one acre, the potential for pollutants to substantially degrade downstream surface water quality would be less than significant. Projects disturbing less than an acre of ground surface during construction would not be required to prepare a SWPPP, but would be required to implement the minimum BMPs required by the Los Angeles County MS4 Permit to prevent water quality degradation and therefore, impacts would be less than significant. Construction impacts related to water quality standards or waste discharge requirements from implementation of the Alternative would be less than significant, similar to the proposed project.

Operational activities associated with this Alternative would be required to meet MS4 Permit requirements through compliance with the County LID Standards Manual. Compliance with the MS4 Permit regulations would minimize pollutants being transported offsite into downstream receiving waters, and projects implemented in accordance with this Alternative would not violate water quality standards or waste discharge requirements, similar to the proposed project.

Similar to the proposed project, this Alternative includes infill and redevelopment and would increase population; thereby increase demand on water supplies. Because the water purveyors that serve the FFTOD Specific Plan Area have pumping rights to obtain their groundwater from the Central Groundwater Basin, compliance with the judgment that set pumping rights in the Basin would eliminate the potential for the water agencies to substantially impact groundwater supplies. Therefore, similar to the proposed project, the implementation of this Alternative would result in less than significant impacts on the Central Groundwater Basin from groundwater use. The FFTOD Specific Plan Area does not have much groundwater recharge potential, and this Alternative would not include excavation activities that would reach the existing groundwater level

of approximately 160 to 200 feet below ground surface. Therefore, this Alternative would result in less than significant impacts to the existing groundwater levels similar to the proposed project.

Construction and operational activities associated with this Alternative would result in the potential for erosion and siltation impacts. However, construction activities would be required to implement BMPs required by the Construction General Permit, MS4 Permit regulations, and County Pollution Control Requirements for Construction Activities. Operational activities would be required to implement the Los Angeles County LID Standards Manual. With compliance with these regulations, the implementation of development in accordance with this Alternative would result in a less than significant erosion and siltation impact during construction and operational activities, similar to the proposed project.

Development in accordance with this Alternative would result in the generation of little to no increase in runoff to the existing drainage system because the majority of the site is developed and approximately 80 to 90 percent of the site is impervious. Although the FFTOD Specific Plan Area is completely developed, individual site-specific development project assessment would be required to address drainage and capacity needs, such that new development would not create or contribute to runoff water in excess of capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff. Implementation of the project's programmatic mitigation would be required. Therefore, similar to the proposed project, this Alternative would result in less than significant impacts on existing and planned storm drains. Furthermore, as stated above, this Alternative's compliance with NPDES requirements, County Stormwater Pollution Control Requirements for Construction Activities, and the requirements of the Los Angeles County LID Standards Manual would result in less than significant impacts related to the creation of polluted runoff, similar to the proposed project.

Development in accordance with this Alternative would be required to comply with the local water management plan, and therefore, would result in less than significant impacts related to conflict with a water quality control plan or sustainable groundwater management plan, similar to the proposed project.

### **Land Use and Planning**

Under this Alternative, the project area would limit all land use and zoning changes of the proposed FFTOD Specific Plan to the Slauson TOD area and rezoning to implement the Housing Element Update RHNA sites. Development in accordance with this Alternative includes transit-oriented development that provides for cohesive development throughout the project area similar to the proposed project. This alternative would implement the pedestrian and bicycle circulation patterns identified in the proposed Specific Plan to improve access to the three LA Metro A (Blue) stations. In addition, this alternative would implement SCAG policies that encourage greater densities in areas with TOD opportunities and less dependence on the automobile. This alternative would, however, not be consistent with the General Plan land uses similar to the proposed project. Overall, this Alternative would result in less than significant impacts related to land use policies similar to the proposed project. Because the proposed Specific Plan would implement the County's plans and planning concepts of implementing a TOD in the project area, this Alternative, similar to the proposed project, would result in less than significant environmental impacts related to consistency with establish development regulations.

## Noise

This Alternative would result in less development compared to the proposed project. The land uses that would be implemented under this Alternative would be similar to those that would be implemented with the proposed project. These land uses include residential, mixed-use, and commercial uses. Because this Alternative would result in less residential units and nonresidential square feet compared to the proposed project, this Alternative would result in less construction and operational noise levels. This alternative would exceed noise standards and potentially expose sensitive uses to significant ground-borne vibrations; however, this alternative's significant noise and vibration impacts would be less compared to the proposed project and would be reduced to less than significant with the implementation of the project's programmatic mitigation measures.

## Population and Housing

This Alternative would develop 2,684 fewer residential units and 327,859 fewer square feet of nonresidential space than buildout of the proposed FFTOD Specific Plan. The decrease in population that would be generated by this Alternative would be within the SCAG growth forecasts for the FFTOD Specific Plan area. The majority of jobs in the FFTOD Specific Plan area created under this Alternative would be skilled or managerial, and a majority of these jobs are expected to be filled by persons outside of the project area similar to the proposed project. Jobs are anticipated to be filled by people within Los Angeles County due to the accessibility to the three Metro Stations and multiple freeways, and the larger available labor force within Los Angeles County. Therefore, the implementation of this Alternative would not substantially increase residential and employment population growth, and therefore, impacts would be less than significant similar to the proposed project.

## Public Services

This Alternative would develop 2,684 fewer residential units and 327,859 fewer square feet of nonresidential space than buildout of the proposed FFTOD Specific Plan. Because the proposed project which has more development compared to this Alternative and the County fire stations serving the project area could increase staffing and equipment required for buildout of the proposed project by utilizing the existing fire stations, the development in accordance with this Alternative would also be accommodated by the existing fire stations without altering the existing facilities. Therefore, physical impacts to the environment related to the development of or expansion of fire department facilities would not occur.

Development of this Alternative would increase the need for additional officers to respond to additional calls for sheriff services. The increase in additional officers would be less than required for the proposed project. Because the proposed project's need for additional officers could be accommodated at existing Sheriff Department facilities, the demand for additional officers under this Alternative would not require the alteration of existing sheriff facilities. Therefore, physical impacts to the environment related to the development of or expansion of sheriff department facilities would not occur.

This Alternative would increase the number of students in the project area; however, because the proposed project would result in a less than significant impact on school facilities, this Alternative would also result in less than significant impacts to school facilities. Implementation of this

Alternative would increase the population in the project area and thereby increase a demand for parks and recreation, libraries, and other public facilities. Because the proposed project would generate more population compared to this Alternative and that the proposed project would not result in the need for new or altered parks and recreation, library, and other public facilities, this alternative would also not result in the need for new or altered facilities. Therefore, the implementation of this Alternative would result in no impacts caused by construction impacts associated with new or altered parks and recreation, library, and other public facilities.

## **Recreation**

Under this Alternative, 2,684 fewer units would be implemented, resulting in a decreased population of 9,170 people, compared to the proposed project. This decreased population would also result in a decreased demand for and use of recreational facilities compared to the proposed project. The FFTOD Specific Plan Area is almost entirely built out with urban uses, and there is very little vacant unincorporated land that could be developed as parkland to serve the Florence-Firestone community. Thus, it is expected that residential developments would likely be required to pay in-lieu fees rather than dedicate parkland. Alternatively, developments would be required to be designed to incorporate open space in accordance with the requirements of this Alternative. Therefore, similar to the proposed project, this Alternative would result in less than significant impacts related to the need to construct new or physically alter recreational facilities.

Similar to the proposed project, there is no specific zone pertaining to park or open space uses under this Alternative. Buildout of this Alternative would include pedestrian and bicycle infrastructure for mobility improvements, similar to the proposed project, and would be constructed in accordance with all relevant design standards and Los Angeles County Code. No other recreational facilities would be included under this Alternative. Similar to the proposed project, this Alternative would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and the impact would be less than significant.

The implementation of this Alternative would result in less development and residential population compared to the proposed project, resulting in decreased demand for parks and recreational facilities. Similar to the proposed project, this Alternative would not require new or altered parks and recreation facilities. Therefore, the implementation of this Alternative would result in less than significant impacts caused by construction impacts associated with new or altered parks and recreational facilities.

## **Transportation**

Buildout of Alternative 3 would limit all land use and zoning changes of the proposed FFTOD Specific Plan to the Slauson TOD area and rezoning to implement the Housing Element Update RHNA sites resulting in 2,684 fewer residential units and a decrease in nonresidential uses by 327,859 square feet. This Alternative would take into account the TOD-nature of the proposed project and would not conflict with the goal, policies, and programs addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths which include the Connect SoCal (the SCAG RTP/SCS), the Florence-Firestone Community Plan, the Los Angeles County General Plan Mobility Element, the Los Angeles County Bicycle Master Plan, and Step by Step Los Angeles County.

Additionally, this alternative would implement a number of beneficial elements that would occur under the proposed project, including enhancements to the Specific Plan area's mobility and streetscape and complete streets network. The FFTOD Specific Plan includes a number of goals and policies and development standards that would enhance the project area's transportation system for vehicles, pedestrians, bicyclists, and transit users that Alternative 3 would also address. Alternative 3 would have a similar total daily VMT per service population as the proposed project. Additionally, Alternative 3 would not introduce new design hazards or incompatible uses at intersections or along roadway segments or result in inadequate emergency access. Thus, overall transportation and traffic impacts would be similar to the proposed project and result in less than significant impacts.

### **Tribal Cultural Resources**

Construction activities associated with this Alternative could unearth previously unknown and unrecorded archaeological and tribal cultural resources similar to the proposed project. The implementation of the programmatic mitigation measures identified for the proposed project would reduce potential tribal cultural impacts associated with this alternative to less than significant similar to the proposed project.

### **Utilities and Service Systems**

Buildout of the Alternative 3 would result in 2,684 fewer residential units and a decrease of 327,859 square feet of nonresidential development. The decrease in residential density and nonresidential development would result in decreased demand for potential wastewater and water usage including potable water and fire prevention demand, electricity, natural gas, telecommunications, and solid waste services. Additionally, this Alternative would generate little increase in runoff to the existing drainage system because the area is completely developed, and projects would be required to incorporate LID practices. With the implementation of the programmatic mitigation measures identified for the proposed project, impacts to utilities and service systems associated with this Alternative would be less than significant, and would be less than the proposed project.

### **Conclusion**

Potential impacts associated with the implementation of development under Alternative 3 are compared to the potential impacts of development in accordance with the proposed FFTOD Specific Plan. Alternative 3 would reduce impacts to air quality, cultural resources, greenhouse gases, noise, public services, recreation, and utilities and service systems. Alternative 3 would not have any impacts greater than the proposed project. Impacts to aesthetics, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, transportation, and tribal cultural resources would be similar. Significant and unavoidable impacts to air quality and historical resources would remain but be reduced compared to the proposed project.

The implementation of this Alternative would result in less environmental impacts compared to the proposed Project. Alternative 3 would limit all land use and zoning changes of the proposed FFTOD Specific Plan to the Slauson TOD area and rezoning to implement the Housing Element Update RHNA sites. This Alternative would meet most of the objectives of providing a transit

oriented development in the FFTOD Specific Plan Area and providing an attractive environment for pedestrian, bicyclists, LA Metro riders, and local transit users through streetscape improvements.

## **4.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

As required by CEQA Guideline Section 15126.6, one of the alternatives must be identified as an Environmentally Superior Alternative. The Environmentally Superior Alternative is the one that would result in the fewest or least significant impacts. If the Environmentally Superior Alternative is the No Project Alternative, then an Environmentally Superior Alternative must be selected from the remaining alternatives.

Alternative 3 Slauson TOD Focused would result in less environmental effects compared to the alternatives and the proposed project. While this alternative would lessen the project's environmental impacts in areas such as air quality, cultural resources, greenhouse gases, noise, etc., it would not eliminate any of the significant unavoidable impacts of the proposed project. Because the impacts would be incrementally reduced as compared to the proposed project, Alternative 3 Slauson TOD Focused would be the environmentally superior alternative. This alternative would meet most of the objectives of providing a transit-oriented development in the project area.



## 5.0 OTHER CEQA CONSIDERATIONS

### 5.1 ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT

As required by Section 15128 of the California Environmental Quality Act (CEQA) Guidelines, an Environmental Impact Report (EIR) must contain a brief discussion stating the reasons why various possible significant effects of a project were determined not significant and therefore not discussed in detail in the EIR. In accordance with the CEQA Guidelines, the environmental issue areas where impacts were found to not be significant are described in this section. This section addresses the CEQA Guidelines Appendix G and Los Angeles County Environmental Checklist Form questions for each of the environmental topic areas where the proposed Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) would result in either a less-than-significant impact or no impact. Most of the discussions are the same as those provided in the Notice of Preparation/Initial Study that was distributed for public review on March 15, 2021 (DRP 2021). There are a few discussions that have been modified to substantiate the findings.

#### 5.1.1 Aesthetics

**The FFTOD Specific Plan would not have a substantial adverse effect on a scenic vista.**

Scenic vistas include views of scenic resources, such as designated scenic highways and corridors (or routes), hillsides, viewsheds and ridgelines, or other unusual scenic landforms, from any given location. Florence-Firestone is an urbanized community approximately 6 miles south of downtown Los Angeles. Typical views in the FFTOD Specific Plan Area consist of urban development and associated roadways and landscaping. Implementation of the FFTOD Specific Plan would result in redevelopment and infill development of residential, mixed-use, and industrial buildings with maximum heights ranging from 36 to 72 feet. There are no designated scenic highways, significant ridgelines, or other identified scenic resources in the FFTOD Specific Plan Area. The closest scenic highway to the FFTOD Specific Plan Area is State Route 2, the Angeles Crest Highway, approximately 20 miles to the north. The nearest significant ridgeline to the FFTOD Specific Plan Area is the Santa Monica Mountains, approximately 10 miles north. As a result, impacts to scenic vistas related to implementation of the FFTOD Specific Plan would be less than significant.

**The FFTOD Specific Plan would not be visible from or obstruct views from a regional riding, hiking, or multi-use trail.**

According to the Trails Map by the Los Angeles County Department of Parks and Recreation, no Los Angeles County trails are in the FFTOD Specific Plan Area. The closest riding, hiking, or multi-use trail is the Rio Hondo River Trail, approximately 5 miles east of the FFTOD Specific Plan Area. Therefore, the project would not be visible or obstruct views from a regional trail, and no impact would occur.

**The FFTOD Specific Plan would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.**

Based on a review of the California Department of Transportation Scenic Highways Program, no state scenic highways are in the FFTOD Specific Plan Area. The closest scenic highway to the

FFTOD Specific Plan Area is State Route 2, the Angeles Crest Highway, approximately 20 miles to the north. Therefore, the FFTOD Specific Plan Area is not visible from this highway, and the project would not result in impacts to scenic resources within view of a state scenic highway. The project would not damage scenic resources and no impact would occur.

### **5.1.2 Agricultural and Forestry Resources**

**The FFTOD Specific Plan would not 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 nonagricultural use.**

According to the California Important Farmland Finder maintained by the California Department of Conservation, the majority of the FFTOD Specific Plan Area is designated as Urban and Built-Up Land, which indicates that the land is used for residential, industrial, commercial, and other developed purposes. There is an area of Unique Farmland, defined as farmland of lesser quality soils used for the production of the state's leading agricultural crops, at the southern boundary of the FFTOD Specific Plan Area west of Compton Avenue and south of 91st Street. The FFTOD Specific Plan would include zone changes for existing residential parcels adjacent to this area of Unique Farmland. However, the FFTOD Specific Plan would not convert the Unique Farmland to a nonagricultural use. Therefore, the impact would be less than significant.

**The FFTOD Specific Plan would not conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract.**

The Williamson Act enables local governments to enter contracts with private landowners to restrict specific parcels of land to agricultural or related open space use in exchange for reduced property tax assessments for the landowners. There are no existing Williamson Act contracts in this part of Los Angeles County, and there are no designated agricultural resource areas in the FFTOD Specific Plan Area. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

**The FFTOD Specific Plan would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 [g]), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Government Code Section 51104[g]).**

The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and is not in an area zoned for forest land, timberland, or Timberland Production as defined in Public Resources Code Section 12220(g) and Government Code Section 4526. Therefore, implementation of the project would not conflict with or cause rezoning of forest land or timberland, and no impact would occur.

**The FFTOD Specific Plan would not result in the loss of forest land or conversion of forest land to nonforest use.**

The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and is not zoned for forest land, nor does it contain any forests. Therefore, implementation of the

project would not result in the loss of forest land or conversion of forest land to nonforest use, and no impact would occur.

**The FFTOD Specific Plan would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to nonforest use.**

The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses. As described above, Unique Farmland exists in the FFTOD Specific Plan Area. Although the FFTOD Specific Plan includes zone changes for existing residential parcels adjacent to this farmland, it does not propose converting the Unique Farmland to nonagricultural use. In addition, the changes associated with the FFTOD Specific Plan would not be expected to result in future conversion of this farmland to nonagricultural use, because the farmland would remain in the same context of agricultural activities in an electrical transmission right-of-way that is surrounded by urban development. Therefore, the impact would be less than significant.

### 5.1.3 Biological Resources

**The FFTOD Specific Plan would not 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).**

The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and lacks natural, vegetated areas (such as creeks or channels) that could support sensitive natural communities or native habitat for sensitive species. The proposed FFTOD Specific Plan provides for infill development in an already highly disturbed urban environment. Therefore, implementation of the FFTOD Specific Plan would not result in any direct impacts to special-status species identified as a candidate, sensitive, or special-status species. Any occurrence of a sensitive species in the FFTOD Specific Plan Area is expected to be an incidental occurrence, such as during foraging. It is anticipated that some trees would likely be removed to accommodate construction of development projects, which has the potential to impact nesting birds if future development occurs during the nesting season.

The Migratory Bird Treaty Act (MBTA) of 1918 prohibits the take (i.e., killing, capturing, selling, trading, or transport) of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the MBTA (United States Code Title 16, Chapter 7, Subchapter II, Sections 703-712). Compliance with the MBTA would generally include avoiding construction activities during the nesting season, February 15 through September 1, or if construction activities are to be undertaken during the nesting season, by conducting pre-construction nesting bird surveys and, if needed, providing a qualified biologist to monitor active nests to ensure construction does not affect species protected under the MBTA. Nesting birds are also protected under the California Fish and Game Code (Section 3505 et seq.). Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird, with specified exceptions. By law, future projects developed in accordance with the FFTOD Specific Plan would be required to comply with the MBTA and California Fish and Game Code to protect migratory and nesting birds. As such, impacts to nesting birds would be less than significant.

**The FFTOD Specific Plan would not have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, nonjurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS.**

According to the National Wetlands Inventory managed by the USFWS, no riparian habitat or nonjurisdictional wetlands are in the FFTOD Specific Plan Area. In addition, as described above, the FFTOD Specific Plan Area lacks natural, vegetated areas that could support sensitive natural communities or native habitat for sensitive species. The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and the project would not adversely affect any sensitive natural communities. No impact would occur.

**The FFTOD Specific Plan would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means.**

As described above, according to the National Wetlands Inventory, there are no state or federally protected wetlands in the FFTOD Specific Plan Area, which is heavily urbanized. The closest mapped wetland to the FFTOD Specific Plan Area is Compton Creek, approximately 1.3 miles south of the FFTOD Specific Plan Area. Therefore, the project would have no impact on wetlands.

**The FFTOD Specific Plan would not 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.**

The FFTOD Specific Plan Area is heavily urbanized and does not present suitable habitat to support the movement of native or migratory fish. Existing trees and vegetation in the FFTOD Specific Plan Area may be used as habitat by migratory birds. However, as described above, future projects developed in accordance with the FFTOD Specific Plan would be required to comply with state and federal regulations that protect migratory wildlife, including the MBTA and California Fish and Game Code. Therefore, impacts would be less than significant.

**The FFTOD Specific Plan would not 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 other unique native woodlands (juniper, Joshua, southern California black walnut, etc.).**

According to the Los Angeles County Department of Regional Planning's (DRP's) Distribution of Oak Species in Los Angeles County Map, there is no occurrence of oak woodlands or other unique native woodlands in or near the FFTOD Specific Plan Area, as the area is developed with urban land uses. Therefore, no impact would occur to oak woodlands or native woodlands.

**The FFTOD Specific Plan would not conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (Los Angeles County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (Los Angeles County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (Los Angeles County Code, Title 22, Ch. 102), Specific Plans (Los Angeles County Code, Title 22, Ch. 22.46), Community Standards Districts (Los Angeles County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (Los Angeles County General Plan, Figure 9.3).**

The only applicable local policy or ordinance protecting biological resources for the FFTOD Specific Plan Area is the Los Angeles County Oak Tree Ordinance (County Code of Ordinances Sections 22.56.2050 et seq.), which prohibits anyone from damaging or removing oak trees without a permit from DRP. Although no occurrence of oak woodlands or other unique native woodlands occur in or near the FFTOD Specific Plan Area as described above, existing landscaping in the FFTOD Specific Plan Area may include oak trees. However, future proposed development under the FFTOD Specific Plan would be required to adhere to the Oak Tree Ordinance. The Oak Tree Ordinance requires permit applicants to submit a site plan and an oak tree report. The site plan should show the locations and dimensions of existing land uses; proposed features on the site; and the location of all oak trees subject to the ordinance proposed to be removed and/or relocated, or oak trees within 200 feet of proposed construction, grading, landfill, or other activity. The oak tree report should be prepared, by an individual with expertise acceptable to the director and Los Angeles County forester and fire warden, of each tree shown on the site plan describing the size, structure, and health of each tree; and identifying trees that may be classified as heritage trees (i.e., any oak tree measuring 36 inches or more in diameter, measured 4.5 feet above the natural grade, or any other oak tree having significant historical or cultural importance to the community). As a result, the project would not conflict with any local plans or policies protecting biological resources, and impacts would be less than significant.

**The FFTOD Specific Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.**

According to the Habitat Conservation Database managed by the USFWS, the FFTOD Specific Plan Area is not in any adopted Habitat Conservation Plan area. In addition, based on the California Natural Community Conservation Plans Map created by CDFW, the FFTOD Specific Plan Area is not in any Natural Community Conservation Plan area. No impact would occur.

### **5.1.4 Geology and Soils**

**The FFTOD Specific Plan would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace.**

The Los Angeles Basin contains both active and potentially active faults and is considered a region of high seismic activity. The California Earthquake Hazards Zone Application Map issued by the California Geological Survey shows no active faults or Alquist-Priolo Earthquake Fault Zones in the FFTOD Specific Plan Area. The closest known fault is the Newport-Inglewood-Rose Canyon

Fault approximately 2.4 miles southwest of the FFTOD Specific Plan Area and the Upper Elysian Park Fault approximately 5.2 miles north of the FFTOD Specific Plan Area. Ground rupture is considered more likely along active faults. Due to the distance between the FFTOD Specific Plan Area and the nearest active fault, future development pursuant to implementation of the FFTOD Specific Plan is unlikely to experience ground rupture. The impact would be less than significant.

**The FFTOD Specific Plan would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.**

Buildout of the FFTOD Specific Plan would increase the numbers of residential units, nonresidential structures, residents, and workers in the FFTOD Specific Plan Area. As discussed above, the closest active faults to the FFTOD Specific Plan Area are the Newport-Inglewood-Rose Canyon Fault approximately 2.4 miles southwest of the FFTOD Specific Plan Area and the Upper Elysian Park Fault approximately 5.2 miles north of the FFTOD Specific Plan Area. Even though future development pursuant to implementation of the FFTOD Specific Plan would not likely experience ground rupture, strong seismic ground shaking would likely occur within the lifetime of the FFTOD Specific Plan. Although strong seismic shaking is a risk throughout Southern California, the FFTOD Specific Plan Area is not at greater risk of seismic activity or impacts than other areas. Additionally, the California Building Code regulates development to reduce hazards from earthquakes and other geologic hazards. The California Building Code contains building design and construction requirements that are intended to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. Additionally, future development pursuant to implementation of the FFTOD Specific Plan would be required to adhere to the provisions of the California Building Code, which are imposed on development projects by Los Angeles County during the building plan check and development review process. Compliance with the requirements of the California Building Code would ensure that impacts related to the hazards associated with strong seismic ground shaking would be less than significant.

**The FFTOD Specific Plan would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.**

The FFTOD Specific Plan Area has a flat topography. In addition, according to the California Earthquake Hazards Zone Application Map, the FFTOD Specific Plan Area is not in or near a landslide zone. Therefore, no impact would occur.

**The FFTOD Specific Plan would not have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater.**

The FFTOD Specific Plan Area is served by a public sanitary sewer system. Future developments pursuant to implementation of the FFTOD Specific Plan would include connections to sanitary sewers and would not use on-site wastewater treatment systems. No impact would occur.

**The FFTOD Specific Plan would not Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104).**

The FFTOD Specific Plan Area has a flat topography and is not subject to the Hillside Management Area Ordinance. No impact would occur.

### 5.1.5 Hazards and Hazardous Materials

**The FFTOD Specific Plan would not be in an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area.**

According to the Los Angeles County Airport Land Use Plan, the FFTOD Specific Plan Area is not in an airport land use plan or within 2 miles of a public or public use airport. The nearest public use airport is the Compton/Woodley Airport, approximately 3.5 miles from the southern boundary of the FFTOD Specific Plan Area. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the Florence-Firestone Community Plan (FFCP) area and no impact would occur.

**The FFTOD Specific Plan would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is not in a high fire hazard area with inadequate access.**

According to the Fire Hazard Severity Zones Map prepared by the California Department of Forestry and Fire Protection (CAL FIRE), the FFTOD Specific Plan Area is not in or near a Very High Fire Hazard Severity Zone. Therefore, there would be no impact to people or structures in a high fire hazard area with inadequate access.

**The FFTOD Specific Plan would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is not in an area with inadequate water and pressure to meet fire flow standards.**

As described above, the FFTOD Specific Plan Area is not in a Very High Fire Hazard Severity Zone. Furthermore, the Florence-Firestone community is served by Fire Station 16 at 8010 Compton Avenue. The Los Angeles County Fire Department requires adequate water and pressure to service an area, and adequate water and pressure to meet fire flow standards would be continued with buildout of the FFTOD Specific Plan. Therefore, the impact would be less than significant.

**The FFTOD Specific Plan would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the Project is not in proximity to land uses that have the potential for dangerous fire hazard.**

The FFTOD Specific Plan Area is presently heavily urbanized with industrial and commercial land uses that inherently have some fire hazard potential. However, these existing uses primarily consist of retail store, shopping center, and auto service commercial uses with nearby residential uses that are typical of an urban setting and would not be considered a dangerous fire hazard. Additionally, the proposed FFTOD Specific Plan zones would consider uses suitable for employment near residential areas as well as the creation of transitions between industrial uses that would serve to limit exposure of people to certain land uses. Further, as previously described, the FFTOD Specific Plan Area is not in a Very High Fire Hazard Severity Zone. Therefore, a less than significant impact would occur to people or structures in proximity to land uses that have the potential for fire hazard.

**The FFTOD would not propose a use that would constitute a potentially dangerous fire hazard.**

The FFTOD Specific Plan would address land use and zoning changes and provide recommendations for mobility improvements that support housing density and employment in proximity to the LA Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. It would include light industrial and commercial land uses that may use or manufacture products/materials that could present some fire hazard. However, the FFTOD Specific Plan Area is already heavily urbanized with industrial and commercial land uses that also inherently have some fire hazard potential. The majority of the existing industrial uses in the FFTOD Specific Plan Area are light manufacturing, with a small amount of heavy manufacturing, with industrial uses primarily clustered along industrial corridors with auto related uses. The proposed Industrial Flex zone would maintain light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for employment near residential areas. The Mixed-Use Zoning Categories (MU-1, MU-2, MU-3, and MU-T) would create an employment-focused, high-intensity mixed-use transit district that allows for the creation of transitions between industrial uses. The Industrial Flex zone would allow for the creation of transitions between employment uses and residential to encourage less noxious uses and focus on light industrial, neighborhood-serving commercial and office uses. Therefore, future development in these zones would not constitute a potentially dangerous fire hazard or increase the potential for dangerous fire hazards as they would consist of typical urban land uses, similar to existing conditions. The impact would be less than significant.

### **5.1.6 Hydrology and Water Quality**

**The FFTOD Specific Plan would not substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows which would expose existing housing or other insurable structures in a federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding.**

The Federal Emergency Management Agency (FEMA) Flood Map Service Center, managed by the Department of Homeland Security, indicates that the FFTOD Specific Plan Area is in an area of minimal flood hazard. In addition, DRP's GIS-NET Public Map shows no streams or rivers in the FFTOD Specific Plan Area. Therefore, future development pursuant to implementation of the FFTOD Specific Plan would not impede or redirect flood flows and would not expose existing housing to flood hazards. The impact would be less than significant.

**The FFTOD Specific Plan would not otherwise place structures in federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements.**

As previously discussed, the FFTOD Specific Plan Area is designated as an area of minimal flood hazard. Future development pursuant to implementation of the FFTOD Specific Plan would not place structures in the federal 100-year flood hazard or Los Angeles County Capital floodplain areas. The impact would be less than significant.



**The FFTOD Specific Plan would not conflict with the Los Angeles County Low Impact Development Ordinance (Los Angeles County Code, Title 12, Ch. 12.84).**

The Los Angeles County Low Impact Development (LID) Ordinance incorporates design strategies using naturalistic, on-site Best Management Practices for new development to reduce impacts to stormwater quality and quantity. All designated, nondesignated, street and road construction, and single-family hillside home projects in the Unincorporated Areas of Los Angeles County, including in the Florence-Firestone community, are required to comply with the LID Standards Manual. A comprehensive LID plan and analysis demonstrating compliance with the LID Standards Manual must be submitted for review and approval by the Director of Public Works. Future redevelopment and infill development pursuant to implementation of the FFTOD Specific Plan would be required to adhere to the ordinance as applicable. No impact would occur.

**The FFTOD Specific Plan would not use on-site wastewater treatment systems in areas with known geological limitations (e.g., high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course).**

The FFTOD Specific Plan Area is served by existing public sanitary sewers. No wastewater treatment systems are proposed in the FFTOD Specific Plan Area. Additionally, the FFTOD Specific Plan Area does not contain geological limitations or surface water such as rivers and lakes. Therefore, no impact related to use of wastewater treatment systems in these areas would occur.

**The FFTOD Specific Plan would not risk release of pollutants due to project inundation In flood hazard, tsunami, or seiche zones.**

As previously discussed, the FFTOD Specific Plan Area is designated as an area of minimal flood hazard. The Los Angeles County Tsunami Inundation Maps created by the California Department of Conservation show that the FFTOD Specific Plan Area is not in a tsunami inundation zone. In addition, the Dam Locations Map created by the Los Angeles County Public Works show no dams or reservoirs in or near the area, indicating that the FFTOD Specific Plan Area is not in a seiche zone. Because the FFTOD Specific Plan Area is not in any of the aforementioned zones, no impact related to the risk of release of pollutants due to inundation would occur.

### **5.1.7 Land Use and Planning**

**The FFTOD Specific Plan would not physically divide an established community.**

The FFTOD Specific Plan Area is heavily urbanized with residential, commercial, and industrial uses. Implementation of the FFTOD Specific Plan would include land use and zoning changes and provide recommendations for mobility improvements to support transit-oriented development in proximity to the LA Metro A Line Station area (i.e., Slauson, Florence, and Firestone Stations). These improvements would make it easier for bicyclists and pedestrians to access these stations and enhance commercial development focused on serving the local community. Redevelopment and infill development of parcels in the FFTOD Specific Plan Area would result in additional housing units and promote multi-modal connectivity and increase access to transit within the community. Therefore, implementation of the project would not physically divide an established community. A less than significant impact would occur.

**The FFTOD Specific Plan would not conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.**

DRP defines Hillside Management Areas (HMAs) as areas with 25 percent or greater natural slopes, and Significant Ecological Areas (SEAs) as areas with irreplaceable biological resources. According to DRP's GIS-NET Public database, no HMAs or SEAs are in or near the FFTOD Specific Plan Area. Therefore, the project would not conflict with the goals and policies of the General Plan related to HMAs or SEAs and no impact would occur.

### **5.1.8 Mineral Resources**

**The FFTOD Specific Plan would not 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.**

According to the Generalized Mineral Land Classification Map of Los Angeles County – South Half issued by the California Geological Survey, the majority of the FFTOD Specific Plan Area is designated as Mineral Resource Zone (MRZ) 1, which indicates that no significant mineral deposits are present, or that there is little likelihood for their presence. The northern portion of the FFTOD Specific Plan Area, from Slauson Avenue until approximately E 62nd Street, is designated MRZ-2, which indicates that the area contains significant mineral deposits or high likelihood exists for their presence. However, that portion of the FFTOD Specific Plan Area is currently heavily urbanized with residential and industrial uses. Implementation of the FFTOD Specific Plan would provide for redevelopment and infill development of parcels that are incompatible with mining. In addition, no active mines are in or near the FFTOD Specific Plan Area. Therefore, a less than significant impact would occur related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

**The FFTOD Specific Plan would not 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.**

The General Plan does not specify areas of significant availability of a locally important mineral resource recovery site in the FFTOD Specific Plan Area. The FFCP also does not specify such mineral resource recovery areas. Although a portion of the FFTOD Specific Plan Area is designated as MRZ-2, as described above, the land is already built out with urban land uses incompatible with mining. Implementation of the FFTOD Specific Plan would provide for redevelopment and infill development of parcels that would also be incompatible with mining. Therefore, the project would not result in the substantial loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The impact would be less than significant.

### 5.1.9 Noise

**The FFTOD Specific Plan would not be in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels.**

According to the Los Angeles County Airport Land Use Plan, the FFTOD Specific Plan Area is not in an airport land use plan or a private airstrip, or within 2 miles of a public airport or public use airport. The closest airport is the Compton/Woodley Airport, approximately 3.5 miles from the southern boundary of the FFTOD Specific Plan Area. The project would not expose people residing or working in the FFTOD Specific Plan Area to excessive noise levels from aircraft. No impact would occur.

### 5.1.10 Recreation

**The FFTOD Specific Plan would not interfere with regional trail connectivity.**

According to the Los Angeles County Department of Parks and Recreation's Trails Map, there are no Los Angeles County trails in the FFTOD Specific Plan Area. The closest riding, hiking, or multi-use trail is the Rio Hondo River Trail, which is approximately 5 miles east of the FFTOD Specific Plan Area. In addition, the FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses with little open space. The project would not interfere with regional open space connectivity, and no impacts would occur.

### 5.1.11 Wildfire

**The FFTOD Specific Plan would not be located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.**

According to the California Fire Hazard Severity Zone Map prepared by CAL FIRE, the FFTOD Specific Plan Area is not in or near a Very High Fire Hazard Severity Zone in a Local Responsibility Area or a State Responsibility Area. Therefore, no impact related to high fire hazard severity zones would occur.

## 5.2 GROWTH INDUCEMENT

CEQA Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by CEQA Guidelines Section 15126.2 (d) as follows:

the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth...Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also...the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

There are two types of growth-inducing impacts a project may have: direct and indirect. To assess the potential for growth-inducing impacts, the project features that may encourage and facilitate activities that individually or cumulatively may affect the environment must be evaluated.

Direct growth-inducing impacts occur when the development of a project imposes new burdens on a community that directly induces population growth or the construction of additional developments in the same area of the proposed project, thereby triggering related growth-associated impacts.

Included in this analysis are projects that would remove physical obstacles to population growth (such as a new road into an undeveloped area or a wastewater treatment plant that could allow more construction in the service area). Construction of these types of infrastructure projects cannot be considered isolated from the development they trigger. In contrast, projects that physically remove obstacles to growth, projects that indirectly induce growth, are those that may provide a catalyst for future unrelated development in an area (such as a new residential community that requires additional commercial uses to support residents).

A project can have a direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for instance, involved the construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. For example, a project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The CEQA Guidelines explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community impacts such as degradation of air and water quality,

degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Typically, the growth-inducing potential would be considered significant if it stimulates human population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Significant growth potential could also occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those permitted by local or regional plans and policies.

As described below, this analysis evaluates whether the proposed project would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

### **5.2.1 Direct and Indirect Growth-Inducing Impacts**

Total buildout of the FFTOD Specific Plan is projected to result in 25,532 total dwelling units, a population of 100,423 (a 3.9 population to housing ratio), and total employment of 11,408 people in the FFTOD Specific Plan Area in 2035; this translates to a net increase of 12,110 new dwelling units, 42,518 more people, and 2,734 new jobs over existing conditions. A buildout comparison of the socioeconomic data associated with the land use changes proposed in the FFTOD Specific Plan to the Southern California Association of Governments' (SCAG's) socioeconomic data 2040 Model (interpolated to the 2035 buildout year of the FFTOD Specific Plan) results in higher densities and more growth than assumed in SCAG's Model (i.e., the FFTOD Specific Plan would substantially increase housing units [approximate 71 percent increase], population [approximate 52 percent increase], and jobs [approximate 19 percent increase]). As such, the population, housing, and employment projections with buildout of the FFTOD Specific Plan are greater than current projections identified by SCAG. This increase in population, housing, and employment projections is considered substantial. However, the FFTOD Specific Plan is consistent with SCAG's Connect SoCal goals for focusing higher-density development in transit-rich areas. The FFTOD Specific Plan would provide more opportunities for affordable housing, encourage transit oriented development, promote active transportation, improve access to transit, reduce VMT, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of Connect SoCal.

The determination of whether the FFTOD Specific Plan would induce growth in the vicinity of the FFTOD Specific Plan Area or in Los Angeles County is based on whether the increase in population and housing in the FFTOD Specific Plan Area would increase the need for additional commercial or public services beyond the existing commercial or public services and the commercial services that would result as part of the project. In addition, a determination of inducement of growth is whether the increase in job growth in the FFTOD Specific Plan Area would increase the need for additional housing beyond the existing housing and the housing proposed as part of the project.

The exceedance of population and housing projection over an approximate 15-year period in the region is considered nominal because the growth in the FFTOD Specific Plan would represent 3 percent of Los Angeles County's incremental population growth and 3 percent of Los Angeles County's incremental residential growth (as shown in Table 3.11-3 of Section 3.11, Population and Housing). Furthermore, the FFTOD Specific Plan focuses on infill development within walking distance of the LA Metro A Line Slauson, Florence, and Firestone stations in an area that

is presently completely built out; as described in Section 3.14, Transportation, the FFTOD Specific Plan would further expand the ability for residents and employees to walk, bicycle, and take transit to complete their necessary trips, resulting in greater VMT efficiency in terms of daily VMT per service population. Therefore, the FFTOD Specific Plan would not induce substantial additional population and housing growth that would result in significant impacts to the environment.

The increase in jobs in the FFTOD Specific Plan Area represents 0.5 percent of the projected job growth in Los Angeles County for 2035. Furthermore, based on an average unemployment rate of 7.1 percent for Florence-Firestone and 5 percent for Los Angeles County (2016), it is reasonable to assume that there will be people living in the county and region available to fill the increase in jobs created in the FFTOD Specific Plan Area without a substantial amount of migration into the region that would require new housing beyond the available housing in the FFTOD Specific Plan Area, Los Angeles County, or region. Therefore, the increase in jobs would not induce additional growth that would result in significant impacts to the environment.

Construction of future development projects that would occur in the FFTOD Specific Plan Area would include need for construction labor during short time periods. Due to the employment patterns of construction workers in Southern California and the market for construction labor, construction workers are not likely to relocate their households to any significant degree as a consequence of the job opportunities presented by the project. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.
- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons) and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

Therefore, construction activities associated with the project would not result in population, housing, or job growth that would result in significant impacts to the environment.

As described above, both operational and construction activities associated with implementation of the FFTOD Specific Plan would not induce population, housing, or job growth that would result in impacts to the environment. The FFTOD Specific Plan would not induce substantial unplanned population growth in an area, directly or indirectly. Impacts would be less than significant.

In addition, as previously mentioned, California law requires that cities and counties zone land to encourage and facilitate their fair share of the Regional Housing Needs Assessment (RHNA). Note that the FFTOD Specific Plan provides Los Angeles County with the opportunity to create new affordable units to accommodate the needs of residents. The FFTOD Specific Plan would assist Los Angeles County in implementing the Housing Element and present Housing Element Update of the General Plan by rezoning parcels identified as housing sites to satisfy the RHNA. Areas outside of the transit oriented district areas of the FFTOD Specific Plan are considered “stability areas.” Targeted changes in the stability areas are generally limited to addressing Housing Element Update RHNA needs, creating cohesive blocks that connect to the transit oriented district areas or

reconciling designations with adjacent jurisdiction plans. Therefore, the implementation of the proposed Specific Plan would not result in a significant inducement of indirect growth.

### **5.3 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES**

Section 21100(b)(2)(B) of CEQA and Section 15126.2(c) of the CEQA Guidelines require that an EIR include a detailed statement setting forth “[a]ny significant effect on the environment that would be irreversible if the project is implemented.” (Public Resources Code Section 21100(b)(2)(B). “Significant irreversible environmental changes” include the use of nonrenewable natural resources during the initial and continued phases of the project, should this use result in the unavailability of these resources in the future. Primary impacts and, particularly, secondary impacts generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with projects. Irretrievable commitments of these resources are required to be evaluated in an EIR to ensure that such consumption is justified (CEQA Guidelines Section 15126.2[c]).

Approval of the proposed project would cause irreversible changes to the environment. Project construction and operation would result in an irretrievable loss of—and irreversible commitment of—natural resources. The FFTOD Specific Plan Area is in an existing urbanized area but would require the commitment of resources such as lumber and steel to construct the infill development. Development projects that would be implemented in accordance with the Specific Plan would involve construction and operation that would use fossil fuels and other natural materials, such as wood and metals. Construction and operation of infill developments would also emit pollution into the air from construction machines and vehicles as well as vehicles traveling to and from each infill development project during operation. These developments would also consume fossil fuels (petroleum and natural gas) and electricity generated by fossil fuels and other nonrenewable resources during operation. As described throughout this EIR, the Specific Plan would implement the TOD Program in such a manner that would reduce vehicle trips, encourage pedestrian and bicycle circulation, and promote public transit use. In addition, development projects that would be implemented by the Specific Plan would be required to comply with federal, state, and local requirements (described in each environmental resource section), such as Title 24 requirements and low impact development requirements that would reduce the irretrievable loss of—and irreversible commitment of—natural resources.

### **5.4 REFERENCES**

Los Angeles County Department of Regional Planning (DRP). 2021. Notice of Preparation and Environmental Checklist Form (Initial Study) for the “Florence-Firestone Transit-Oriented District Specific Plan”/Project No. PRJ2020-003127/ Case No. Specific Plan RPPL202009556, Environmental RPPL202000523.

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## 7.0 ACRONYMS AND ABBREVIATIONS

°F	Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
AECOM	AECOM Technical Services, Inc.
AMI	adjusted median income
APE	Area of Potential Effect
AQMD	Air Quality Management District
AQMP	Air Quality Monitoring Plan
ARB	Air Resources Board
ASTM	American Society for Testing and Materials
BAAQMD	Bay Area Air Quality Management District
BERD	Built Environment Resources Directory
BMP	best management practice
Btu	British thermal unit
CAAQS	California Ambient Air Quality Standards
Cal/OHSA	California Division of Occupational Safety and Health
California ARB	California Air Resources Board
CalGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAL FIRE	California Department of Forestry and Fire Protection
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	California Climate Action Team
CBC	California Building Code
CCCC	California Climate Change Center
CCR	California Code of Regulations
CDE	California Department of Education
CDF	California Department of Finance
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQA	California Environmental Quality Act
CFC	California Fire Code
CFCs	chlorofluorocarbons
CFR	Code of Federal Regulations

CG	General Commercial
CGS	California Geological Survey
CH <sub>4</sub>	methane
CM	Major Commercial
CNEL	Community Noise Equivalent Level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSE	countywide siting element
CSMD	Consolidated Sewer Maintenance District
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DDT	dichlorodiphenyltrichloroethane
DDW	Division of Drinking Water
DOT	Department of Transportation
DPM	diesel particulate matter
DRP	Los Angeles County Department of Regional Planning
DTSC	California Department of Toxic Substances Control
du/ac	dwelling units per acre
DWR	Department of Water Resources
EDD	California Department of Economic Development
EIA	Energy Information Administration
EIR	Environmental Impact Report
EJ	Environmental Justice
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FFCP	Florence-Firestone Community Plan
FFCET	Florence-Firestone Community Enhancement Team
FFCSD	Florence-Firestone Community Standards District
FFTOD	Florence Firestone Transit Oriented District
FHWA	Federal Highway Administration
g/L	grams per liter
GFA	gross floor area

GHG	greenhouse gas
gpd	gallons per day
GSF	gross square feet
GSWC	Golden State Water Company
GWP	global warming potential
HABS	Historic American Buildings Survey
HCFC	hydrochlorofluorocarbons
HEPA	High Efficiency Particle Arresting
HFC	hydrofluorocarbon
HRG	Historic Resources Group
HSC	Health and Safety Code
HVAC	heating, ventilation, and air conditioning
IF	Industrial Flex
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
JWPCP	Joint Water Pollution Control Plant
kBtu	thousand British thermal unit
KSI	killed or seriously injured
LA Metro	Metropolitan Transit Authority
LACC	Los Angeles County Code
LACFCD	Los Angeles County Flood Control District
LACoFD	Los Angeles County Fire Department
LADWP	Los Angeles Department of Water and Power
LARWQCB	Los Angeles Regional Water Quality Control Board
LASD	Los Angeles County Sheriff's Department
LAUSD	Los Angeles Unified School District
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
Leq	energy-equivalent sound level
LID	Low Impact Development
LST	Localized Significance Threshold
LUST	leaking underground storage tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Level
MM	mitigation measure
MMT	million metric ton
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4s	municipal separate storm sewer systems
MT	metric ton

MU	Mixed-Use
MU-T	Mixed-Use Transit
MXD	Mixed-Use Development
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NOP	Notice of Preparation
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resource Conservation Service
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OEM	Office of Emergency Management
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OS	Open Space
OSHA	Occupational Safety and Health Administration
OWTS	On-site Wastewater Treatment Systems
PCB	polychlorinated biphenyl
PFC	perfluorocarbon
PHI	Point of Historical Interest
PM <sub>10</sub>	particulate matter with a diameter of 10 microns or less
PM <sub>2.5</sub>	particulate matter with a diameter of 2.5 microns or less
PPV	peak particle velocity
PRC	Public Resources Code
PVC	polyvinyl chloride
RCB	reinforced concrete box
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RH	Residential High
RHNA	Regional Housing Needs Assessment
RLM	Residential Low-Medium
RM	Residential Medium
RMS	root mean square
ROG	reactive organic gases
RPD	residential planned development
RPS	renewable portfolio standard
RSS	Residential Slauson Station

RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel Efficient
SARA	Superfund Amendment and Reauthorization Act
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCG	Southern California Gas Company
SCS	Sustainable Communities Strategy
SED	Southern California Association of Governments Socioeconomic Data
SF <sub>6</sub>	sulfur hexafluoride
SHMA	Seismic Hazard Mapping Act
SIP	State Implementation Plan
SMD	Los Angeles Department of Public Works Sewer Maintenance Division
SOI	Secretary of the Interior
SOI Standards	Secretary of the Interior's Professional Qualification Standards
SP	service population
SRA	Source Receptor Area
S RTP	Short-Range Transportation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWQDV	Stormwater Quality Design Volume
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TMDL	Total Maximum Daily Load
TOD	Transit Oriented District
TRU	transportation refrigeration unit
TSSP	traffic signal signalization program
TTCP	traditional tribal cultural places
U.S.	United States
US DOT	U.S. Department of Transportation
USC	United States Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
VCP	vitriified clay pipe
VdB	vibration decibels

VMT	vehicle miles traveled
WRD	Water Replenishment District of Southern California
VOC	volatile organic compounds
ZNE	zero net energy